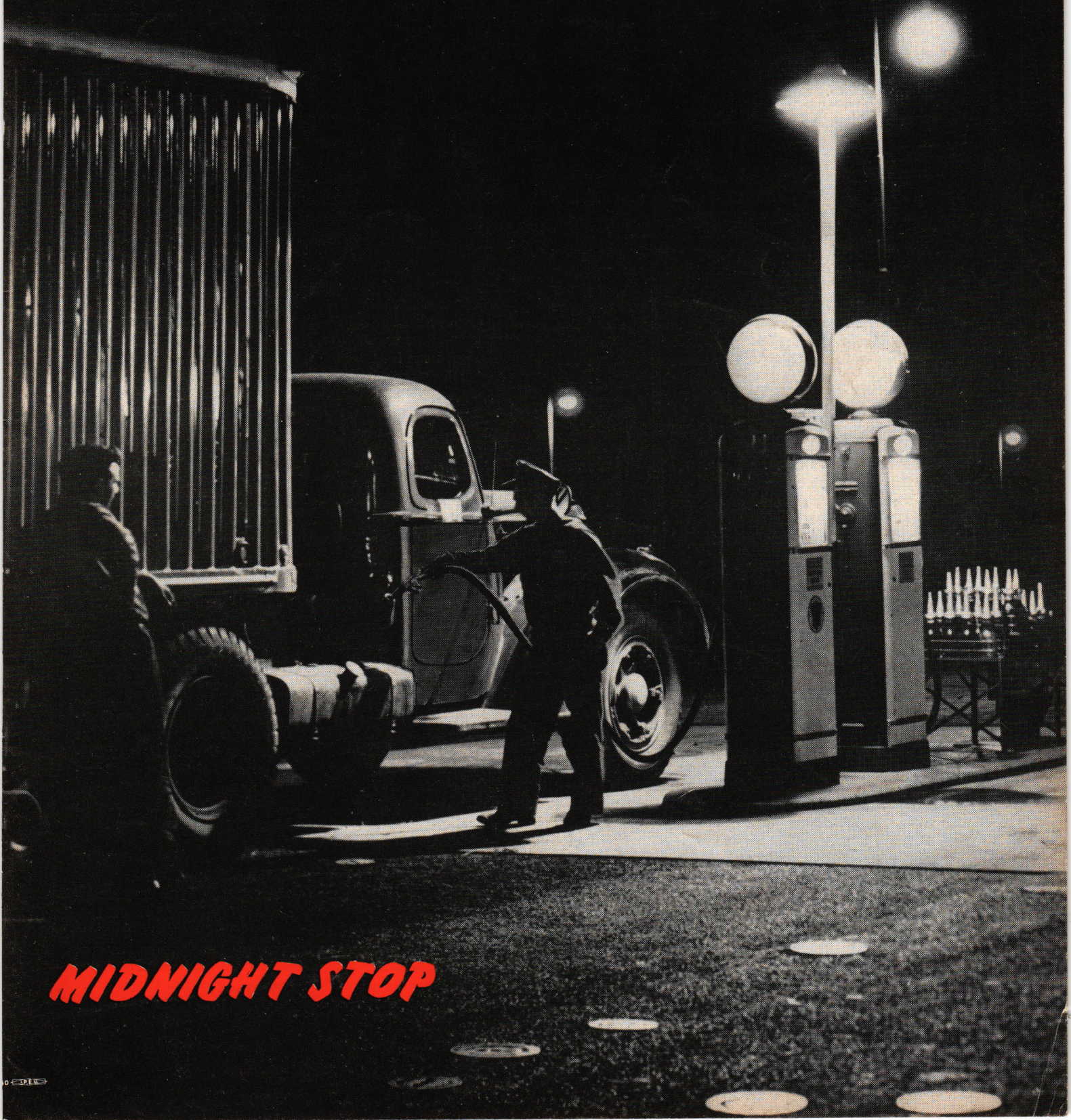


The
Teamster
International

MARCH 1952



MIDNIGHT STOP

FIFTY YEARS AGO IN OUR MAGAZINE

(From *Teamsters' Magazine*, March, 1902)

SAN FRANCISCO, CALIF.—Brother A. Dijeu, secretary, Milk Wagon Drivers' Union No. 226, reports everything booming in his organization, with the outlook for the future much brighter than ever before. He says: "We are



having new life in our union; we are doing our best to build it up again. I am out every day with the business agent and we are meeting with very good results. Dairies that heretofore could not be touched, we have succeeded in unionizing. This week we received nine new applications for membership and have the promise of ten more to-

morrow. Our former secretary-treasurer, one Philip Shanzer, defaulted in the sum of \$165.00 some few months ago, but as he was bonded by a security company our union got all its money back and was also allowed an additional sum for lawyer fees. The gentleman in question was promptly expelled from our union and all is harmony within our ranks again. The John Linehan, Green Valley Dairy Firm, who has stood out against us for some time and whose customers left him on account of his opposing union labor, has finally signed our contract and agrees to live up to union principles in the future. Our monthly dues are 75c, and the members who fell somewhat behind are rapidly paying up and again becoming workers for the cause."

Boston, Mass., can rightfully lay claim to having within its corporate limits and immediate vicinity, the second largest teamsters' strike that was ever inaugurated in this country. During the palmy days of teamsters' unions many little skirmishes took place which were most generally won by the employers with comparative ease, the teamsters not being strong enough (numerically) to resist the efforts put forth by the employing class. The last few years have wrought a wonderful change. Not only have the teamsters become more thoroughly organized, but all trades and callings have banded themselves together for the purpose of furthering the betterment of their own conditions and those of their fellow toilers, until today the largest corporations in existence, in considering their own interests naturally consider the interests of their employees, thereby admitting that labor unions have "rights" that cannot be ignored.

Last Saturday Brother Buckley and myself (Con Shea) received a letter from Gloucester, stating that a meeting of teamsters was to be held in Armory Hall on Sunday afternoon at 2 o'clock, and that they wished us to be there and address them; we accordingly made preparation to attend and taking an electric car we arrived all safe and sound a little late, but in time to find about 400 people of all trades and labor callings listening to an able address being delivered by the mayor of the city. We were greeted very cordially and after the mayor had finished speaking I was called upon to enlighten the boys of our craft on the many benefits to be derived through organization and affiliation with the Team Drivers' International Union, after which Brother Buckley gave them a rousing good talk, the results of which 156 men came forward and signed the roll to form a union. At this writing they are making splendid progress as will

be noted from the fact that the second week after they received their charter they convinced a firm (who had compelled their drivers who had joined the union to take off their buttons) that it was to the firm's interest to have none but union drivers. Over 40 tons of coal were sent back to the firm's wharf within four days, that had been hauled by non-union drivers. Hence, the above mentioned result.

TOLEDO, OHIO.—This has been a hard winter; a number of grade teams have never been asked to have a wheel turned, but things seem to be changing. There was a time when we could hardly raise a meeting or take in a dollar of dues, nor could we do it except at a very small meeting. Our old president, Brother Clark, showed us our circumstances and made a motion that Business Agent Burgiss be put in the field; since that time the business agent can be seen on his wheel, winding the corners of the streets, stopping the teams and examining the cards at every point



of the city, and at our meetings long before time to open, all you can see is crowds around the secretary's table, and all you can hear is "What do I owe?" and Secretary Fisher will look from under his glasses and say, "What is your name, as your face is strange to me?" until the secretary has to declare it is no trouble to take in thirty dollars, so I would say: Push the label—Push the card, and you must reap the benefits.

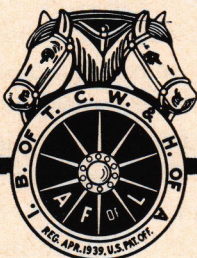
MINNEAPOLIS, MINN.—Teamsters' Local Union No. 215, gave a free oyster supper February 22, the occasion being the first anniversary of the existence of the union. It was well attended by the members, their wives, daughters



and sweethearts. Three hundred covers were laid and the way the good things, of which there was an abundance, disappeared the inner man must have been well satisfied. The program consisted of songs, speeches, music, etc. Brother McDonald, of the State Labor Commission and member of the Trades Council, Harvey Carver, also of the Trades Council,

and Brother Hanson, ex-president of Trades Council, spoke on the labor movement in general, not forgetting to mention the marvelous growth and prosperity of Local No. 215. A most pleasant feature of the evening's entertainment was that of the phonograph music, operated by T. C. Bates. Complimentary tickets were sent to the executive boards of Locals No. 120, of St. Paul, and No. 206, of this city. We had a grand good time; everybody seemed to enjoy themselves and were well pleased with the arrangements. Our business agent, Brother Del Brenner, assisted by Mrs. Brenner, took charge of the kitchen. The waitresses were selected from among the wives and daughters of the members of Local No. 215.

The International Teamster



DANIEL J. TOBIN • Editor

Vol. 49

MARCH, 1952

No. 3

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Gompers on Politics

"Every American citizen has a right to express his opinion about the issues at stake and every American citizen has a right to a vote in helping to determine what shall be the concrete expression of the whole people. Likewise every group has the same right.

"There have been few general elections in the United States which involved to a greater degree the everyday welfare and happiness of the people, few which to a greater degree involved fundamental rights and liberties.

"The fight is on. In this fight Labor will seek the election to fit candidates by a show of the records and of the facts. Labor has no weapon but the truth, no force but the force of reason and argument. Its appeal is to the heart and the brain of America. Its aim is the welfare of the American nation, the safeguarding of the American democracy."

—Samuel Gompers.

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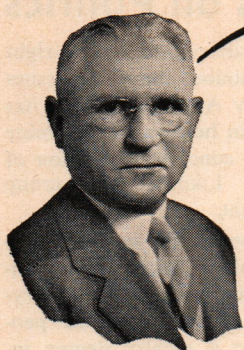
JOHN ROHRICH
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Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.
222 E. Michigan Street
Indianapolis, Ind.

SUBSCRIPTION RATES

Per Annum, \$2.50; Single Copies, 25 Cents
(All Orders Payable in Advance)

POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C. by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A.



Timely Remarks

by DANIEL J. TOBIN

We Need a Crusader

The Executive Council of the American Federation of Labor has just ended its sessions in Miami, Fla., where it meets each year because of the bad weather in the North. It was a most interesting and business-like meeting.

As in the past the usual number of politicians appeared before the Council, all laying their plans and suggestions for the coming elections next fall. After the election, of course, labor will be forgotten as it has been for the last four years, no matter which party is elected, if the same class of politicians that have been in control, or partial control, for the last four years, are returned to office. What we need in this country now is a clean, courageous fighter who will have nerve enough and courage enough to clean out the money-changers from the Temples of both parties. I don't know whether we will be successful in finding that kind of a man, because of the corrupt maneuvering within the conventions of both national parties.

Behind Scenes Trickery

I attended as delegate at large from the State of Indiana the Convention of the Democratic Party several times. I know what goes on. I know the trickery behind the scenes. The same is true of the Republican Party, so I am afraid we won't get for the ensuing term, the kind of crusader we need to reestablish the confidence of the American people in those who handle the governmental affairs and make our laws.

I like to remember, though, that it has happened before. There were "clean-ups" on several occasions, as I read history. Shortly after Washington decided not to continue in the office of President of the United States we had suspicion and then mild fixing by leaders of the Government and from

that time on, every so often, we have undersirables who abuse their oath of loyalty to their Government and sell out very often for favors of importance. In many of our governmental departments, by now, the term is "mink coats."

Conditions were so disgusting in the State of New Jersey under the Nugent Mob, which was the little Tammany Hall of New Jersey, that Woodrow Wilson came out of Princeton, where he was President, and single-handedly cleaned up the Nugent Gang's corrupt Democratic manipulations. Then Woodrow Wilson went further, with everything against him, he was elected President of the United States in 1912. Of course, there was a split in the Republican Party at that time, but he was reelected in 1916. He campaigned on the platform to keep us out of war and four months later in 1917 we were forced into war by the leaders of the German Government. We won that war and saved civilization from the claws of Hindenburg, Kaiser Wilhelm and that gang of human destroyers. We also saved our friends, but it cost us the life of Woodrow Wilson, in my mind one of the great men in American history. He was next to Lincoln and Lincoln ranked next to George Washington, or should rank next to him.

Roosevelt Took the Reins

Woodrow Wilson passed on in 1920, and the country was cursed with the Harding—Harry Dougherty mob from Ohio. Again in 1932, after all the dirt and filth that went on in Washington, we got another crusader to take the reins of government and to clean out the infested holes within the administration. That great man was Franklin Delano Roosevelt, and what a clean up he did! It was too bad that his health was failing in 1944 and that he had to go along with certain conditions and men that I know personally he bitterly despised and disagreed with. Now in reading the papers and conditions presented by the courts of the nation, we have so many penny-ante boodlers—I should call them thieves—that it is necessary we have another clean up. Unfortunately I am afraid, as I have stated already, that a clean, courageous man will be mobbed within the private conferences of the leaders of both parties at both conventions.

Labor, and I think I understand it as well as any man in our country, cannot place its confidence in corporation lawyers who make up the national committees of both parties and who help to draft platforms in which they mention their friendship for



Senator Estes Kefauver

labor. But we know now that those corporation lawyers, the innercircle of both parties, cannot honestly fight for the conditions to which labor is entitled, because if they did that, they would lose their rich clients and their enormous legal fees.

If you will study the national committee,

the men who control the conventions, you can prove to your own satisfaction that the statements I make here are based on facts. So that in reality, boiling the story down, I look for nothing of any great help for labor from the political machinery of either party. What we need is someone like Woodrow Wilson, Franklin D. Roosevelt, or Abe Lincoln.

But, don't give up hope; the ship is not sunk. We have always found such a man in years past; we will find one again, because it is extremely necessary that we do find such a man. I think I could name one man that could fill the job. In fact I could name three or four, but just now I will name the first one whom I recently talked with, Senator Kefauver of Tennessee. He is a clean, courageous man and a fighter, and I think he has done the finest job anyone has done in years. He put through the Senate Crime Committee, a group which has done more to clean up wrong-doers than any factor I know of since the abolition of slavery. What kind of a man is Senator Kefauver? He is a brilliant, patient, courageous man. He believes his own statements. He has confidence in the majority of the American people. He does not do any double-talking. How did he become a Senator? He took his old car and one or two friends, and he travelled from end to end of the State of Tennessee. He appealed to the people to try to help him save the great State of Tennessee from the Boss Ed Crump Gang. He saved Tennessee, or at least I believe so. He is helping substantially to

clean out the boodlers and the political thieves in the nation. The people of Tennessee believed in him and he has never let them down, and he ranks high in the fighting few left today in the United States Senate, or, as far as that goes, in American political leadership.

Of course, the Democratic machinery will not give him the nomination unless the people rebel against the inside treachery of the convention and in a loud voice through the press speak. Then American justice and decency will be reestablished by the selection of an honorable man in whom the people have confidence and trust.

They will raise the question in the Convention, why give it to Tennessee? Tennessee is a Democratic State; there is no doubt about their vote. We will carry them in the general election no matter who is nominated. Let us give this nomination to some Democrat from a doubtful state such as Ohio, Illinois or Indiana.

Fighting Man From Tennessee

Indiana and Ohio are not doubtful Democratic States, they are fundamentally Republican. The Democrats have lost both states, as of this writing, and so eventually they will decide in their intercircle at "three o'clock in the morning" whether it will be a Northerner, Easterner or Middlewesterner; the far West, no, that they will not stand for in either party. The Southern States they have in the bag. The Convention trickster, corporation lawyers, the National Committee, will also decide that if this man Kefauver or his type were nominated and elected what would become of their gang of penny-ante job seekers and job-holders. Why, if this man Kefauver were elected they could not put some of their dishonest friends on the Federal Bench, some of their small town shyster lawyers would lose their jobs in the Treasury Department or Department of Justice. That is why I am afraid that the decent, honorable, fighting man from Tennessee, who licked the corrupt political machines, will have a hard time convincing the convention delegates, most of whom I know, that he should be entrusted with the nomination of his party.

The same statements can be applied to the Republican Convention. Talk about Eisenhower. They don't want him. The people want him. I think he could win, hands down. I am not sure what he could do as President. One thing I know is that he knows every movement and every political conniving gang in Europe and Asia. I also know he

will stand right up and fight communism, which is a threat now to our world.

And General Eisenhower would say to the mob, that man is not fit for that job; we can not entrust this inexperienced aspirant to a position on the Supreme Court Bench, or some other court or important position where the Government would need men of character and honesty. That is why I am afraid they won't consider Eisenhower. The old big-moneyed politicians, who represent Wall Street and unfair corporations, who were handed the reins by Penrose, Aldrich and old Wm. H. Taft, want protection for big business. Labor-hating leadership in the Republican Party still remains, and it will continue to remain until some clean,

fighting hero as we had in Wilson, two Roosevelts and Lincoln is backed up by the masses of the people to clean out the last of the old regime with which we were cursed for half a century, and which led us into a condition bordering on bankruptcy, the depression suffered by our nation from 1929 until 1934.

We are hoping and trusting that we are due for a change in the political life of our nation. I am a great believer that history repeats itself and the intelligent masses of American people may bring about now the change that we need so badly, as we needed a change in 1861 with Lincoln, in 1912 with Wilson and in 1932 with Roosevelt.

Drivers Defended in Ferry Case

Teamsters' Union Intervenes When Carriers Request ICC to Rule Time Spent on Ferry as Off-Duty Time

A NUMBER of Motor Carriers appeared before the Interstate Commerce Commission on January 25, 1952 to prevail upon the Commission to rule that the time spent by drivers on the Norfolk-Cape Charles Ferry should be considered as off-duty time—such time naturally could be considered as without compensation to the drivers involved. The Teamsters could not let such a request prevail and intervened to protect these drivers insisting that the time spent on the ferry should be logged as on-duty time. We insisted that the hearing in this matter be continued until such time as the petitioning motor carriers could come before the Commission with clean hands. The carriers disclosed in their petition that they are violating the safety rules and regulations of the Commission in requiring drivers to operate more than 10 hours at a stretch without the eight-hour rest period.

Teamsters' Position

Our position was that the Commission should not hear any parties seeking relief from the Commission of any kind when the petition under which the relief is sought clearly

discloses a violation of the Commission's rules.

The chief witness for the Teamsters position was Lee Brown, Vice President and Business Agent of Local No. 822, Norfolk, Va. Mr. Brown had formerly been employed as a driver for Preston Trucking Co., Turner's Express, Sewell's Motor Express, and Savage Truck Lines, all of which firms were parties to this case seeking to soften the safety rules laid down by the Interstate Commerce Commission.

Brown testified that these carriers never instructed him, when he was an employee, that he was relieved from work during the time he was on the ferry with a truck; that he was responsible for the truck and cargo when on the ferry; that drivers occasionally are required to move equipment during ferry crossings; that he logged time spent in the drive-on and drive-off operations as off-duty; that where equipment is refrigerated, it is necessary for the driver to watch it during ferry crossings; that he has signed releases requested by the ferry company purporting to release the ferry company from responsibility for the equipment during the crossing. Brown

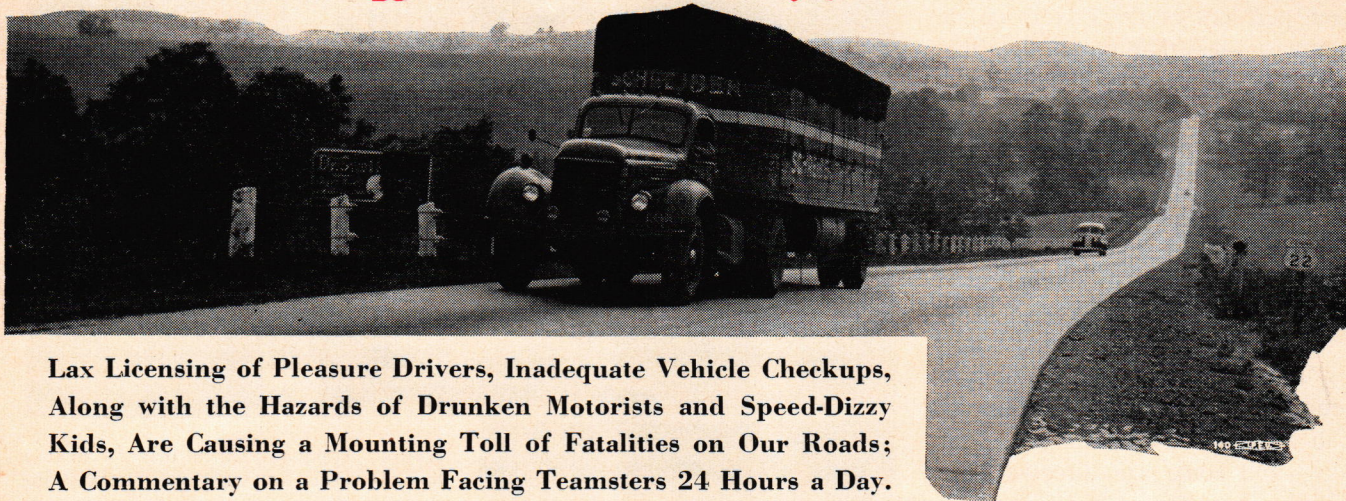
further testified that his average time on the road leaving the Norfolk terminal and arriving in New York City was 13 hours, and sometimes 18 hours when he has waited several hours to catch the ferry.

The employers of course maintain that "the economic and service aspects of this question are vitally important to Petitioners and their employees. Any change in their present system of logging the time in question as off-duty time will, in many instances, make it impossible to render the services they have been performing because of drastically increased costs as well as of the other reasons advanced herein. Much of the freight moved between Norfolk and the northern points in question consists of vitally important Government freight, and any interruption in this movement, particularly at the present time, would be very serious."

Sound Decision Needed

A sound and proper decision in this case will clear up once and for all the situation regarding the truck drivers' time on the ferries in the United States. The vigilance of the Teamsters' Union in keeping the Interstate Commerce Commission informed of actual conditions in highway transportation is the only guarantee by which the truck driver can be properly represented before the government agencies.

DANGER AHEAD!



Lax Licensing of Pleasure Drivers, Inadequate Vehicle Checkups, Along with the Hazards of Drunken Motorists and Speed-Dizzy Kids, Are Causing a Mounting Toll of Fatalities on Our Roads; A Commentary on a Problem Facing Teamsters 24 Hours a Day.

By DANIEL J. TOBIN

One of the great jobs in America today is being done by the American truck driver. He works safely and swiftly, speeding cargo of all sorts to its destination on a round-the-clock basis. Few workers of any type in the country are making as great a contribution to keeping the machinery of modern life functioning properly as are the truck drivers—and few jobs are as unappreciated by the general public.

Keeps Freight Moving

The truck driver, the man behind the wheel, is the one who keeps the freight moving enabling motor transport to play the important role it occupies in America today. We have often pointed out in the INTERNATIONAL TEAMSTER the importance of motor transport as a method of cargo carriage. But repeating a few figures will remind our members of the great importance of trucking in the transportation picture today.

Motor transport moves:

- 85 per cent of all fluid milk;
- 90 per cent of all household goods;
- 97 per cent of all live poultry;
- 63 per cent of all new automobiles;

—fuel oil to 4,500,000 domestic fuel oil burners;

—65 per cent of *all* freight tonnage, at one time or another;

—everything grown on the farm.

Truck drivers serve a variety of industries and haul everything from a spool of thread to heavy duty equipment of all kinds. This truck hauling is a day and night proposition with the need for getting freight to its destination being uppermost in the schedule of the drivers. We are all familiar with dairy drivers who haul milk in from farms to the creameries and the in-town drivers who deliver it to retail and wholesale trade. It would be impossible to make milk deliveries without the need of night work on the part of some drivers.

Important Role

Over-the-road drivers work on day and night driving and hauling. Truck drivers play an important role in practically every industry in America. They haul every type of freight imaginable—food, clothing, building materials, fuels, chemicals, liquids, luxuries, publications, mail—the list of items hauled is almost endless. And most require some night operations. There is more

night truck driving than the average public is aware of and this all entails a certain element of danger, for night driving, as everyone knows, is more hazardous than daytime driving.

Efforts are made to assure the utmost safety for the truck driver who must wheel his rig through the night. But despite all efforts in design and safety, night driving is still hazardous. But night driving is by no means the only hazard the truck driver faces on the highway.

Real Hazard

Roads, traffic and other drivers—and not necessarily in that order are real hazards. Our present day highways are not adapted for the tremendous burdens they must carry in modern traffic. Too many roads are narrow with limited sighting distances and other driving perils. Modern traffic has created congestion, particularly in and around metropolitan centers, which compounds the inconveniences and dangers of truck driving. Through all of these dangers the truck driver must always be aware of that unknown quantity—the other driver. What will he do?

Modern truck drivers are for the

most part competent, safe and well-trained. They have to be to operate the motor fleets and enable their employers to stay in business. Truck drivers comprise some seventeen per cent of the drivers on the highway—less than one in five; they must be on the lookout for other drivers, most of whom have one or more bad driving habits which create constant dangers to the motoring public, including the truck driver.

But let's look at the drivers who have operators' permits and drive inspected vehicles. These two attributes are not guarantees of safety by any means. Too many drivers today have bad driving habits and bad attitudes toward the other fellow—and some are directed especially toward the truck driver.

Bad Driving Habits

Some of these habits include a complete indifference to the proper use of safety signals. Bad signalling can result in accidents, as any driver will testify. Then there is the slow driver who is a menace because he impedes the free flow of traffic. And there is the fellow we might call the "weaver." He weaves in and out of traffic, jockeying for position, trying to gain some little advantage. While he is doing this he is jeopardizing the lives of others as well as his own. It is hardly necessary to mention the evils of drunken driving. Too often it's the "one for the road" which leads into a ditch or to a disaster.

If these drivers with their carelessness, their indifference to the safety of others, and their general incompetence risked only their own necks, the loss would be serious enough. But modern traffic is so interdependent on the safe driving of all that one unsafe or incompetent driver can endanger the lives of many—especially of truck drivers who have the responsibility of wheeling large cargos over the road.

But what about the drivers who shouldn't even be operating? State laws vary greatly in provisions for



Above: Applicant for a driver's license has the vision of each eye checked independently as he makes license application. **Left:** doubtful cases are given additional tests with specialized apparatus so a potential killer will not be released on the highway to cause death and suffering. More states should require such testing.

are many persons over 65 who are perfectly capable of operating a car safely and there are many young people who should not have permits at all.

The subjects of reexamination and vision tests are matters of great importance which would go far toward helping to correct some of the faulty driving on American highways.

A related problem to that of operators' permits is concerned with the condition of the car itself. By this I mean motor vehicle inspection. No fleet owner in his right mind would operate without constant maintenance and inspection of his equipment. Yet how many Americans pay little attention to the condition of their car unless something goes wrong or it breaks down. There is too little of "preventive maintenance" about the average American motorist.

The movement toward improved motor vehicle inspection is making some progress. Fourteen states provide some form of periodic motor vehicle inspection. Of these, only two (New Jersey and Delaware)

granting operators' permits. One state does not require any drivers' permit at all. Another grants one by return mail on the application and forwarding of a fee. In many states a permit is renewable on application without any reexamination.

Truck drivers who are responsible for heavy loads and valuable cargo have to keep fit in order to discharge their duties properly. Yet under the motor permit laws, many drivers in poor physical condition are able to obtain drivers' licenses and to renew them.

Physical ability to drive a car is not necessarily a matter of age, but rather of physical condition. There



Cures for skidding and truck-trailer jackknifing are being sought in a series of tests being conducted with truck driver cooperation and the National Safety Council at Clintonville, Wis. Fifty drivers and technicians brave winter's worst weather to carry out the experiments. Here a pair of technicians measure a skid while the driver of the truck looks on. The tests are conducted on windswept expanse of Pine Lake.

plus the District of Columbia have state-owned inspection facilities.

Inspections made at facilities other than state-owned take place in Utah, Colorado, New Mexico, Texas, Mississippi, West Virginia, Virginia, Pennsylvania, Massachusetts, Vermont, New Hampshire and Maine. It should be pointed out that the fatality rate in the fourteen states that have some sort of motor vehicle inspection is lower than that of the national average.

Some states permit cities to institute municipal inspections—which is a help but by no means as complete as all-state inspection. These include Florida, Alabama, Tennessee, Ohio, Illinois, Iowa, Minnesota, Nebraska, Montana and Oregon.

Why have I gone into these matters in such detail? I think all Teamsters should realize what we are up against in the way of safety. Truck drivers risk their lives night and day on the highways for the sake of getting loads through to their destination. Carelessness and accidents have taken a toll of lives which have made widows of many women and orphans of many chil-

dren. Some sort of provision should be made for families of those who have lost the breadwinner. Some fleets carry insurance; too many do not. The problem of insurance for the sake of the family is an important one.

Truck drivers are safer drivers than the average. It is often difficult to find statistical evidence to point up this important matter, but

I would like to refer to a special study and analysis which was made in the last two years by an important insurance company. This study covered 52,004 accidents in which a truck driver was involved and in the study each accident was analyzed carefully and the truck driver was not given the benefit of the doubt—if there was doubt, it was resolved against the driver. This somewhat over-rigid standard was used and when the results were all in, here were the conclusions:

—of the 52,004 accidents, 44,736 involved collision between passenger cars and trucks;

—the truck driver was held at fault in 13,000 of the 44,736;

—in the remaining 31,736 the blame was placed on the other driver;

—percentage wise the truck driver was at fault in 30 per cent of the cases and the passenger car drivers in 70 per cent.

Study Shows Record

In the same study there were 350 fatal accidents and it was found that the driver of the truck was at fault in only 20 per cent with the other driver at fault in the remaining 80 per cent of the fatalities. In other words, the truck driver was at fault in three out of ten cases and in no

(Continued on page 22)

A Tribute from Wisconsin

"Motorists on state highways, especially when driving at night, might do worse than to tear a page from the truck driver's book of etiquette."

This advice was given in the lead paragraph of a column, "On, Wisconsin," in the Milwaukee (Wis.) Journal.

"Long before state law made it mandatory that auto drivers dim their lights when approaching another vehicle from the rear," continued the article, "truck drivers were doing it. They usually are the first to dim lights on meeting another vehicle, and scores of accidents have been prevented because the truck driver signaled with his lights when it was safe to pass or put out a hand of caution when there was danger ahead."

The Milwaukee paper declared that "there is no other class of drivers which so consistently adheres to the rules of the road, and then throws in a little extra by way of courtesy than the truck driver."

The tribute continued:

"They, the truck drivers, have evolved a code of conduct similar to the polite procedure which moves men to say 'please,' 'thank you' and 'I beg your pardon.'"

"They take common sidewalk courtesy into the cabs of their trucks when they get behind the wheel—a refreshing reversal of the old order which the drivers of pleasure vehicles might well emulate."



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Sixth Vice President

General Executive Board Meets

THE General Executive Board met at the City of Miami Beach, Fla., beginning January 22, 1952. A number of matters of general importance to the welfare of the International Brotherhood and its members were discussed and decided, and many individual appeals and jurisdictional disputes were considered and formally adjudicated. The progress of the International was reviewed and ways and means of furthering this progress to the fullest extent in the future were explored and acted upon. The International Organizers appeared at two sessions of the Board, at which times they were addressed by General President Tobin, Secretary-Treasurer English and Executive Vice President Beck, and their duties and responsibilities were reviewed and steps were taken to coordinate their activities so that they could most effectively be utilized in advancing the interests of our Brotherhood.

Actions Taken

Matters of particular importance formally decided or disposed of by the Board at its meeting are as follows:

The request of local unions affiliated with the Central States Over-the-Road Drivers' Council for strike sanction was granted.

The usual contribution made each year to the Free Trade Union Committee of the American Federation of Labor to enable it to continue its activities enhancing the worldwide influence and prestige of the American Federation of Labor as a powerful force for Free Trade Unionism, Democracy and Peace was authorized.

Consideration was given to the revocation of the charter of Local No. 821, Laundry, Linen and Dry Cleaning Drivers of New York City, N. Y., and such charter was revoked forthwith.

Body Acts on Jurisdictional Problems, Grants Strike Sanction to Central States Group and Considers a Number of Appeals

An appeal from the decision of Joint Council No. 62, Baltimore, Md., finding Harry Cohen, president of Local No. 355, Truck Drivers and Helpers Union, Baltimore, Md., not guilty of charges brought against him was considered and the decision of the Joint Council was affirmed.

An appeal from the decision of Joint Council No. 40, Pittsburgh, Pa., relative to the seniority of Andrew Holland of Local No. 249, General Teamsters, Chauffeurs & Helpers, Pittsburgh, Pa., was considered and the decision of that Joint Council was reversed with directions as to proper seniority.

Joint Council Upheld

An appeal from the decision of Joint Council No. 40, Pittsburgh, Pa., upholding the decision of Local No. 249, General Teamsters, Chauffeurs and Helpers, relative to the seniority of three members employed at Meyer Jonasson Company when that Company's operations were taken over by the United Parcel Service, was considered and the decision of that Joint Council was upheld.

The appeal of Local No. 843, Bottle Beer Drivers, Warehousemen Bottlers and Helpers, Newark, N. J., from the decisions of Joint Council No. 73, Newark, N. J., in the jurisdictional dispute between that Local and Local No. 153, Beer Drivers, Helpers, Loaders, Unloaders and Washers, Newark, N. J., concerning employees of Rheingold Brewing Company, was reviewed and dismissed.

The appeal from the decision of Joint Council No. 32, Minneapolis, Minn., in the jurisdictional dispute

between Local No. 638 and Local No. 359, both of Minneapolis, Minn., relative to the warehouse operations of the S & L Department Store, was considered and the decision of that Joint Council was upheld.

The appeal of Angelo Gaspari from the decision of Joint Council No. 10, Boston, Mass., sustaining the decision of Local No. 494, Bakery Drivers and Helpers, Boston, Mass., was considered and the decision of that Joint Council was upheld with modification.

Appeal Considered

The appeal of Kenneth Morey from the decision of Joint Council No. 10, Boston, Mass., sustaining the decision of Local No. 25, Teamsters, Chauffeurs, Warehousemen and Helpers, Boston, Mass., relative to seniority involving drivers for Raytheon Manufacturing Company, was considered and the decision of that Joint Council was upheld.

The appeal of Louis Petra from the decision of Joint Council No. 32, Minneapolis, Minn., sustaining the decision of Local No. 974, Garage Machine Warehousemen, Repairmen, Inside Men and Helpers, Minneapolis, Minn., was considered and the decision of that Joint Council was upheld.

The appeal of Local No. 863, Commission Butter and Egg Drivers and Porters, Newark, N. J., from the decision of Joint Council No. 73, Essex County, N. J., relative to a jurisdictional dispute between that Local and Local No. 919, Warehouse Employees, Newark, N. J., concerning warehousemen at A & P warehouses was considered and the Board decided that the warehouses



International organizers met with the General Executive Board and the headquarters staff on two occasions during the recent meeting. They heard General President Tobin, Secretary-Treasurer English and Executive Vice President Beck emphasize the organizers' responsibilities and explain steps taken to coordinate organizing activities of the International.

involved shall remain with Local No. 919, subject however to certain specified conditions.

The appeal of Local No. 558, Buffalo, N. Y., from the decision of Joint Council No. 46, Buffalo, N. Y., relative to the jurisdictional dispute between that Local and Local No. 264, Buffalo, N. Y., concerning drivers handling bakery products at Loblaw Inc., was considered. The decision of Joint Council No. 46 was reversed and it was decided that the drivers involved, employed at Loblaw Inc., shall remain in the jurisdiction of Local No. 558.

President Sustained

The appeal of Local No. 604, Automobile Transport Chauffeurs, Demonstrators and Helpers, St. Louis, Mo., from the decision of the General President relative to the continued affiliation of Local No. 604 with the National Truck-A-Way and Drive-A-Way Conference was considered and the decision of the General President was unanimously sustained.

The report of the Committee appointed by the General President to confer with and assist the Central States Over-the-Road Drivers' Council and the Ohio Highway Drivers'

Council in bringing about a voluntary and satisfactory solution to their dispute was read and considered as was the agreement reached between these two Councils and set out in the report. The report was accepted and approved. The agreement was also accepted and approved and was made the decision and order of the Board binding upon the parties thereto.

Convention Report

Executive Vice President Beck, chairman of the Convention Committee, reported progress in the making of necessary arrangements for the holding of the Convention of the International Brotherhood in Los Angeles, Calif., beginning October 13, 1952.

The matter of members engaged in hauling bakery goods being within the jurisdiction of Bakery Driver Local Unions was considered and discussed by the Board. It was concluded that such inclusion was highly feasible and advisable and it was decided that this view should be made known to all Joint Councils and Local Unions with a recommendation that they use every effort to bring about such inclusion where there is a bakery drivers' union in existence.

The request of Local Unions, en-

gaged in Over-the-Road trucking operations and embraced within the Southern Conference, for strike sanction was granted.

Next Session Set

In concluding the meeting, the General President indicated he would call the members of the Board together again for meeting sometime in May of this year. The meeting was then adjourned subject to the further call of the General President.

Manufacturer Issues Weight Limitation Chart

"Watch Your Weight" is the title of a new folder recently issued by the Truck-Trailer Manufacturers Association, Inc., of Washington, D. C. The publication gives the size and weight limits for trucks by states under the latest state laws.

The folder says that "for all practical purposes" an eight-foot width limit is standard with certain exceptions noted. The table shown indicates the maximum axle load in pounds varies from 18,000 pounds in 34 states to 22,400 pounds in six states—Connecticut, Maryland, Massachusetts, New Jersey, New York and Rhode Island.

Gypsies' Complaint to the ICC

THE self-styled United Truck Owners of America, Inc., which claims to be a voluntary, non-profit corporation having a membership of 1,500 individual owner-operators of motor carrier equipment throughout 21 states, have a large percentage of its membership engaged in operating such equipment under leases with Roadway Express Inc. It now charges Roadway Express Inc. with many unsavory practices, the type of which were stressed by the Teamsters' Union in the famous "gypsy" leasing case. It is interesting to note that the United Truck Owners of America through its managing director, Mr. Lee Conner, and through its president, Mr. B. B. Nicholson, vigorously opposed the Teamsters' position throughout the long drawn out truck leasing proceedings of the Interstate Commerce Commission.

Percentage Method

On October 18, 1948, Mr. Lee Conner, managing director of the so-called United Truck Owners of America, Inc., testified that he prefers the percentage method of compensating the owner-driver and that, in his opinion, it is the fairest way that an owner-operator can be compensated; and that if he hauled a load of sand he was willing to settle for what such a load would bring.

Mr. B. B. Nicholson also testified under oath at that time: "When we members of the Association first heard about this hearing on leasing arrangements, probably a few weeks after it first came out, we were very much interested in the thing because it seemed to affect us more than it did anybody else. Due to the fact that we had, as we contend, maybe more money in the business than the carriers themselves have—and I am sure that we haul more freight than they do—we felt that maybe we ought to try to protect ourselves a little bit. Some of us

Owner-Operators Accuse Roadway Express Of Deductions and Chargebacks; Negligence Of ICC in Past 15 Years Made Apparent

had been in the business from the time that it originated, pioneered it, invested our money and did the work and everything else, so it was only natural for us to assume that we had some interest in it.

"So in a series of meetings after this proposed order of the Commission came out, we discussed what we should do about it. Of course, we never had our membership all together at one time, but we did talk to them wherever we found them, and when we did hold our meetings we had a few there that time, and the next time we probably had a different bunch, and the conclusion was that probably to eliminate a lot of ills of the industry—and we do think there are some ills, along with the Interstate Commerce Commission—we thought that probably a uniform lease as a consensus of opinion would more or less get down to practical points—and we are practical men, of course—and eliminate a good many of the ills of the industry.

"We have written out a lease. Of course, it is not the answer to a 'maiden's prayer' or anything like that, and maybe not the thing that the Interstate Commerce Commission will want to adopt, but we do think that probably it should be given some consideration." He also stated that he preferred to operate as an owner-driver rather than as an employee of a truck line because he could do better by owning a truck than by driving it.

The complaint against Roadway Express Inc. states the following:

III

"That Roadway, in the transpor-

tation of freight, for the year 1950, had a gross revenue of \$21,530,330, and for the first five months of the year 1951, had a gross revenue of \$11,855,825, and of the total gross revenue of said carrier, eighty-one (81%) per cent thereof, is derived from the operation of leased motor carrier equipment.

IV

"That Roadway's operation, herein involved, consist of the so-called Akron-South operation covering the States of Michigan, Ohio, Tennessee, North Carolina, South Carolina, Georgia and Alabama; and the so-called Akron-Southwest operation covering the States of Ohio, Michigan, Illinois, Indiana, Kansas, Missouri, Oklahoma and Texas.

V

"That from Roadway's origin as a carrier in 1930, the owner-operator under lease generally received sixty-nine and one-half (69½%) per cent of the gross revenue of freight transported, for tractor-trailer and driver. That during the ensuing years, the carrier instituted certain practices, hereinafter set forth, of making certain deductions and charge-backs against the owner-operator, whereby the actual revenue received was reduced to approximately fifty (50%) per cent, notwithstanding that the lease expressly called for sixty-nine and one-half (69½%) per cent, and further, that the said deductions and charge-backs were expenses properly to be borne by the carrier. That shortly prior to November 1, 1951, Roadway then sought to impose on the owner-operators a rate of com-

pensation in the amount of ten (10c) cents per mile for tractors, less trailer, plus driver's wage.

VI

"Petitioner-complainant alleges that the aforesaid rate of compensation at ten (10c) cents per mile is non-compensatory or less than actual cost of operation. That cost records and statistics compiled from actual operations and experience conclusively substantiate this allegation. In fact, Roadway itself, does not and cannot operate its company-owned equipment on a ten (10c) cents per mile basis.

VII

"That the carrier's revenue under the non-compensatory ten (10c) cents per mile rate of compensation is unduly and grossly disproportionate. A graphic example thereof, is in the application of both the sixty-nine and one-half (69½%) per cent of the gross revenue, and the ten (10c) cents per mile basis, to the movement of a 24,000 pound load of freight from Akron, Ohio, to Atlanta, Ga., a distance of 732 miles, for the revenue of \$340.

"On the sixty-nine and one-half (69½%) per cent basis, the owner-operator received \$236.30 for tractor-trailer and driver, and Roadway received \$103.70.

"Under the ten (10c) cents per mile basis, the owner-operator received \$76.86 for tractor, \$45.75 for driver (@6¼c per mile), or a total of \$122.61; \$29.28 for Roadway's own trailer (@4c per mile) and \$188.11 as Roadway's share of the revenue; the latter amount being \$84.41 more than the carrier received on the above sixty-nine and one-half (69½%) per cent basis.

"The breakdown percentage-wise is as follows: 22.6% for tractor, 13.5% driver's wages, or a total of 36.1% to the owner-operator; 8.6% for carrier's trailer, and 55.3% to Roadway, as compared to the former 30½% carrier received; or an increase in Roadway's percentage of the revenue of 24.8%.

VIII

"Accordingly, it is obvious that for the carrier to increase its own revenue in the amount of \$84.41 or 24.8% for the same identical operation, constitutes its unjust enrichment at the expense of both the owner-operators and the shipping public; particularly in view of the fact that the owner-operator's cost of operation, maintenance, replacement and taxes have greatly increased, and the further fact, that the carrier's rate structure generally is established and predicated upon a sixty-nine and one-half per cent division of the gross revenue to the owner-operator, (the physical movement of freight being the largest single factor in making a freight rate).

"Petitioner-complainant therefore respectfully submits that Roadway, as a common carrier, should be ordered to pay its lessor owner-operator a compensatory rate of compensation, or in the alternative, be ordered to reduce its freight rates and charges in proportion to and commensurate with the gross revenue derived from the ten (10c) cents per mile basis of operation.

IX

"That as a result of the aforesaid non-compensatory rate of compensation, effected by Roadway, the said owner-operators have suffered their equipment to lay idle and remain inoperative, rather than operate on an unsound, uneconomic and unsafe basis.

X

"Petitioner-complainant alleges further that Roadway, in the course of its operations, has engaged in unlawful, unjust and unfair practices, as hereinafter set forth:

"1. That Roadway requires and hold the legal title of the equipment of the owner-operator, while simultaneously purporting to lease the same therefrom; that such an arrangement is contrary to law;

"2. That the owner-operator in order to obtain transfer of legal title, must accede to the claims and de-

mands of the carrier in matters of dispute, under penalty of the carrier's refusal to assign the title; as well as surrender license tags and insurance carried in Roadway's name, but paid for by the owner-operator, without reimbursement therefor;

"3. That Roadway has levied 'charge-backs' and deductions against the gross revenue of the owner-operator, for such items of expense as public liability and property damage insurance, cargo loss and damage claims, while retaining the proceeds for the salvage thereof; long distance toll charges for company business; pick-up and delivery and loading and unloading charges; and similar other charges for items that properly should be borne by the carrier, and are not chargeable to the owner-operator under the terms of the lease;

"4. That Roadway, in certain instances has paid the owner-operator on the basis of a Truck-Load rate, on combined loads, while either charging the shippers a Less-Than-Truck-Load rate, or failing to so charge according to the applicable tariff;

"5. That Roadway during the period of the existent dispute with the owner-operators (their equipment remaining inoperative) has placed an unofficial embargo on shipments of freight to the State of Tennessee and points beyond, or refused to handle such freight on the alleged basis of "no service or equipment available," and such constitutes grounds for the revocation of the carrier's certificate to the points and territory involved;

"6. That the carrier has failed and refused to pay over monies due the owner-operator for their operations during the month of October 1951, without any legal justification whatever, although demand has been made therefor by the owner-operators and their counsel;

"7. That all the leases between the carrier and the owner-operators were terminable and cancellable at

will by either party, and therefore in effect and practice are purely trip leases; under which the owner-operator has no security or stability of continuity of operation, notwithstanding large capital investments in motor carrier equipment;

"8. That the carrier requires a \$100 deposit for each unit of equipment from the owner-operator, and upon severance of the relationship, is compelled to submit to the demands and claims of the carrier irrespective of the merits thereof, in order to obtain return of said deposit;

"9. That the carrier has tendered to the owner-operators a so-called purchase agreement for purposes of the company taking over their trailers, the terms of which are wholly unfair and inequitable, as to price, method of payment and interest, and provides for no down payment whatsoever, said agreement being tendered on a "take it or leave it basis."

"That the allegations and charges hereinabove set forth against said Roadways Express, Inc., a common carrier, are in violation of the Interstate Commerce Act, the National Transportation Policy, and are contrary to the public interest and that of national defense.

"Wherefore, petitioner-complainant prays that the respondent-defendant, Roadways Express, Inc., be

required to answer the allegations and charges set forth in the within petition and complaint; that after due hearing and investigation, upon the evidence adduced herein, that the Commission issue an order commanding the respondent-defendant to cease and desist from the aforesaid violations alleged and charges hereinabove, and for such other and further orders as the Commission may consider proper in the premises."

Roadway's Reply

"I. Complainant seeks to invoke the aid of the Commission in forcing defendant to contract for purchased transportation at a higher rate of remuneration than it is presently willing to pay. The allegations of the complaint do not set forth any cause of action of which the Commission has jurisdiction inasmuch as no violation of the Interstate Commerce Act or of any rule or regulation of the Commission is alleged to have resulted from the refusal of defendant to meet complainant's compensation demands. The Commission has no jurisdiction of the level of wages or the rates of compensation paid to carrier employees. It cannot properly become the instrument by which independent contractors assert and enforce their demands

against the employer defendant in what is essentially a labor controversy.

"II. The allegations of the complaint, even if regarded as true, do not charge any violation of the Interstate Commerce Act nor of any rule or regulation of the Commission in the enforcement of which this complainant has bona fide interest or by reason of which it has any justifiable claim.

"III. The Commission has no power under law to grant the relief sought and to compel defendant to enter into contracts with complainant and its members contrary to defendant's managerial judgment and prerogative.

"Wherefore defendant prays that the complaint herein be dismissed with prejudice, and further prays that the time for answering the complaint be postponed until 10 days after the date this motion is finally acted upon by the Commission."

Bureau Negligent

It becomes increasingly apparent, in view of the foregoing, that the Interstate Commerce Commission, Bureau of Motor Carriers, has been negligent over the past 15 years in allowing the certificated motor carriers to create, and benefit by, such conditions as described in the owner-operators' complaint listed above.

President Tobin Aids Heart Drive

Daniel J. Tobin, General President of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, again accepted the invitation to serve on the National Labor Committee of the American Heart Association for the 1952 Heart Fund Campaign, it was announced. The invitation was extended by Secretary of Labor Maurice J. Tobin, Chairman of the Association's National Labor Committee.

The invitation to President Tobin stated in part:

"I would be honored if you would

serve again with me on the National Labor Committee of the American Heart Association to help assure the success of the 1952 Heart Fund Campaign, which will last through the month of February.

"The research, educational and community services program of the American Heart Association has been steadily expanded and made available to all elements of our population. This work is being followed up vigorously and many promising developments are anticipated.

"However, the fight is far from won. In 1950 heart disease took the dreadful toll of 745,000 lives. Some 10,000,000 other Americans find their health and productive abil-

ity impaired by heart ailments.

"With our nation passing through a time of grave crisis, it is most imperative that this drain on our health be reduced and brought under control."

In accepting Secretary Tobin's invitation, President Tobin stated:

"I desire to say that I will gladly serve with you on the National Labor Committee of the American Heart Association for the 1952 Heart Fund Campaign."

The American Heart Association is seeking \$8,000,000 in order to expand its vital program of heart research, public education and community services, to combat the menace of heart disease.

EDITORIALS

Big Business' Tax Campaign

Teamsters along with every other segment of organized labor and the working population are in for a heavy tax nick if the big business drive for the so-called "millionaire's amendment" succeeds.

This drive is taking shape in two different forms. A "softening up" bit of propaganda artillery has been trotted out in Congress designed to batter down sentiment for the principle of the Federal income tax. Some of the big money boys are hammering away at the income tax and want to see the Federal tax on incomes abolished completely.

This campaign takes various forms and shows itself by several manifestations, not the least of which may be found in the "letters to the editor" columns of our great metropolitan newspapers. A letter to *The Wall Street Journal* has called the income tax "Marxist taxation" and one to the *New York Times* warns the nation that "our country will shortly be socialized."

This effort is designed to destroy confidence in the theory and the soundness of Federal income tax which is designed to bring about some semblance of equality of sacrifice. The present tax laws being what they are, no one will say that there is equality. But at least there is a greater degree of equality now than there would be if there were no Federal income tax at all and we had to depend on sales and excise taxes and other forms of collecting revenue.

After this softening up process takes place, a great drive is put on both nationally and in the states for the income tax limitation scheme. Under this plan there would be a flat limit placed on income tax payments of 25 per cent of income. A number of states have already passed a law approving an amendment to the Constitution to make an income tax limitation.

These gentlemen would take us back to the era of Andrew Mellon who cut the tax on millionaires from 65 per cent down to 50 per cent and thence 25 per cent. In recent years Presidents Roosevelt and Truman have made numerous tax reform proposals but Congress has fallen far short of seeing that these reforms were enacted into law. A former Congressman who is an expert in tax matters estimates that refusal by Congress to go along with tax recommendations from 1942 to 1950 has been the difference of between \$25 billion and \$50 billion—in other words

this much money which should have been paid by higher income earners has had to be met by those in the lower brackets. This was a big shift from the rich to the poor.

Workers should be aware of the siren song being played by the advocates of the slick scheme of tax limitation. Sounds good all right, but there would be little initial saving to the poor, a great saving to the rich and an ultimate jolt for the working people in the form of other forms of taxation which would be necessary to make up the difference in revenue.

Every union should be on the alert in its state for the slick tax boys.

More Attention to Roads

One of the useful by-products of the controversy over roads and truck weights in recent years is a new appreciation of the many factors involved in highway construction.

Much of our highway system is like Topsy it "just grew" with little planning or foresight. Little thought was given to the load factors or the sharply increasing traffic which highways were to be called upon to bear.

In recent years we have seen much more attention devoted to highway construction and the many items which must be considered. Engineers are now working with planning groups, traffic experts, freight carriers, and public officials to develop highways which will meet the demands of the motor age. We are seeing in this new concept of roadwork a certain degree of emancipation from the old system of roads which followed trails, turnpikes and cowpaths. Engineers are breaking new ground and striking out into entirely new ideas and areas in roadbuilding. It is in this idea that truck operation and traffic find their greatest promise for future success.

In this new approach to highway building greater attention is being given now than in the past to the chief causes of road deterioration such as water, wind, temperature changes, soil and subsoil types, construction techniques, maintenance, drought, age, etc. With this new approach brought about by the motor age, all those interested in truck operation can have some assurance that sound engineering principles rather than threadbare prejudices will be controlling in roadbuilding of the future.

Feeling the Economic "Pinch"

We are told by economists on all sides that we are in for a long period of inflation—that arms spending will keep us at a high spending level for at least two years. And this spending will have great effect on our general economy.

So far so good. But what about the segments of our population which are not only failing to benefit by spending, but are actually being deprived of job and job opportunities due to dislocations caused by defense? What kind of "inflation" have they? The inflation these people feel is the kind which keeps prices high with no compensating income whatsoever.

The materials allocation in 1952 is beginning to take healthy bites from the supply and many parts of the economy will suffer severely. The building trades are among those activities which will be most keenly affected. The American Federation of Labor's Building & Construction Trades Department has come forward with some emphatic observations on the materials allocation subject. The department foresees 400,000 idle in the building trades.

It is suggested that labor participate in making materials allocation along with Government and business. The criticism that the high brass in the armed services often over-estimates its needs and thereby deprives needed civilian outlets of vital metals has often been made.

It is doubtful if the suggestions made get far, but they are certainly indicative of what is happening to a great part of organized labor as the result of defense needs. As the pinch gets tighter, perhaps some steps will be taken to make the military become more realistic about their needs.

Too Much Apathy

A lack of interest and a lack of participation in the important matter of political affairs in 1952 may cost organized labor dearly. Those who have been working in the political field with labor and liberal groups report that labor has been remiss in getting out a full registration of eligible voters. And if the potential voters are not registered, they cannot vote.

What does it take to get labor steamed up over public affairs? We have written and spoken about the Taft-Hartley law so much that it is feared that many in the rank and file are becoming a little immune to attacks on Taft-Hartley. But let no working man mistake this: Taft-Hartley is a law with plenty of teeth. We should not be deceived by the fact the bite of Taft-Hartley may not be felt in boom times—but it surely can and will when times become slack.

If the treatment accorded labor and labor's goals by Congress does not persuade trade union members to get out and work in this election, it is hard to see

what will. Every worker in the country knows that he has a stake in what kind of Congress we have. But will every worker get out and try to do something about it? The past record would indicate that he will not. It is up to local union officers to spearhead a drive through their official position and through special registration-and-vote committees to see that members are registered.

Your union does not pretend to tell you how to vote or for whom—but it does present the facts and a discussion of the issues for every member to draw his own conclusions. There has been too much apathy in the past, too much indifference toward the importance of voting. This is the year we must do something about this lack of interest. The elections are in the future, but the time to start working is *now*.

An Authoritative Voice

The hearings on explosives transportation before an Interstate Commerce Commission examiner should prove informative and educational—at least for the examiner.

As might be expected in hearings of this sort, experts of varying degrees of opinions appeared. With experts on two sides of an admittedly controversial problem in any proceeding, an undue burden is sometimes placed on the hearing officer.

But the testimony of Maxwell Barnes, a former Army colonel who was in charge of the ammunition division for the Third Army seems to bear extraordinary weight.

After saying that the hazard from fire by highway shipment of explosives was about the same in rail and truck, the witness was asked:

"Except for fire, is there any greater hazard connected with the transportation by motor vehicle of standard military explosives than is connected with the transportation of general freight?"

Barnes answered as follows:

"No one can deny that explosive material will explode under certain circumstances; it is designed for that purpose. But considering the safety precautions taken in design, manufacture, packaging, loading, bracing, inspection and operation of equipment, and most important of all, the excellent safety record of motor carriers in handling military explosives, it is my opinion that there is no practical difference between the hazards involved in highway transportation of standard military items and those involved in like transportation of general commodities."

This seems like a sweeping answer and coming from an authoritative source should be given great weight. It is from experts with experience in explosives handling and hauling that we find testimony on which to base sound conclusions. We hope Barnes' testimony is given the weight it seems, on the face of it, to deserve.

Teamsters' Jurisdiction Backed

AFL Council Supports Green's Ruling Favoring

Teamsters in Dispute with Pressmen Over Loading

The American Federation of Labor Executive Council has supported a ruling made by President William Green that jurisdiction over loading and unloading of trucks at docks and warehouses belongs exclusively to the Teamsters' Union.

A dispute between the Teamsters' Union and the International Printing Pressmen and Assistants' Union prompted the Executive Council's action.

Stand Outlined

The following letter from President Green to the acting president of the Printing Pressmen's Union outlines the stand of the AFL Executive Council in detail:

Mr. Thomas E. Dunwody, Acting President, International Printing Pressmen and Assistant's Union of North America, Pressmen's Home, Tennessee.

DEAR SIR AND BROTHER:

At the meeting of the Executive Council of the American Federation of Labor now being held in this city, consideration was given to the jurisdictional dispute which arose between the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America and the International Printing Pressmen and Assistants' Union of North America, regarding the loading and unloading of motor trucks at docks and warehouses.

After careful consideration of this matter, the Executive Council decided to concur in the ruling I made in a telegram I sent President de la Rosa on June 4, 1951, which read as follows:

"Question has been raised as to jurisdiction covering loading and unloading of motor trucks on docks and warehouses incident thereto. American Federation of Labor

recognizes that all loading and unloading of trucks on docks and warehouses incident thereto comes under the exclusive jurisdiction of International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America."

In making this decision, the Executive Council was influenced by the decision of the convention of the American Federation of Labor held at Portland, Oreg., in October 1923, from which I quote as follows:

"All loading, hauling and unloading of materials on and off wagons, trucks and automobiles belongs to the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers of America."

That means that not only has the Executive Council recognized the right of the International Brotherhood of Teamsters to load and unload all materials on and off wagons, trucks and automobiles, but a convention of the American Federation of Labor has also rendered such a decision. I therefore respectfully call upon the officers and members of the International Printing Pressmen and Assistants' Union of North America to respect and comply with this decision of the Executive Council of the American Federation of Labor.

Cease and Desist

Please cease and desist in the loading and unloading of trucks at docks and warehouses, and recognize the right of members of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America to load and unload motor trucks at docks and warehouses.

In the event you refuse to comply with this decision of the Executive Council, the next step will be to re-

port such refusal to the next convention of the American Federation of Labor. It is my opinion, after listening to discussions of this matter and after talking it over with President Tobin of the International Brotherhood of Teamsters, that the officers of the Teamsters organization will insist that the matter be reported to the convention and that they may request, at the meeting of the Executive Council prior to the convention, that the Council recommend the suspension of the charter of your International Union because of refusal to comply with and carry out the decisions and instructions of the Executive Council of the American Federation of Labor.

Explosives Hauling By Trucks Backed

A further argument supporting the carriage of explosives by truck was given in the Interstate Commerce Commission hearings by an explosives expert based on his experience in the European theater of operations.

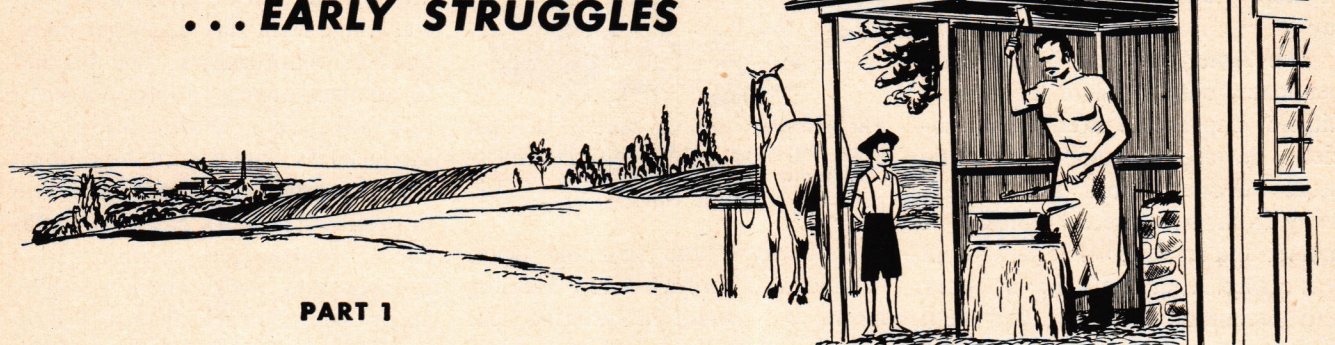
John D. Lutz, former assistant to the Army Ammunitions Relocation & Surveillance Officer in Europe, told the hearing officer at ICC that military trucks carried 2.5 million tons of ammunition and bulk explosives by truck in Europe during World War II with no accidental explosions resulting from this movement. Much of this movement under the stresses of wartime conditions was made under necessarily extreme emergency conditions where normal safety precautions had to be abandoned.

The testimony by Lutz based on European experiences was advanced by advocates of truck carriage before the ICC in an effort to prove that shipping by motor transport is not a dangerous or risky practice. The International Brotherhood of Teamsters has advocated truck shipment authorization in representations before the ICC.

International
MARCH

the LABOR STORY

... EARLY STRUGGLES



PART 1

With this issue The INTERNATIONAL TEAMSTER is beginning a series on the history of American labor. Part I covers the early beginnings of labor in America and the first unions.

LABOR today is fighting against the same type of abuses and opposition which the working people faced 300 years ago in America. The times are different. Society today is more complex. Unions are well organized in practically every craft and calling in the country. But the aims are very much the same: Better wages, better working conditions and reasonable hours of labor.

The opposition takes many of the same curious paths. Labor, the reactionaries of all ages have said, is practically disloyal and unpatriotic if it asks for a decent wage rate or healthful working conditions. Labor combinations into trade unions are "conspiracies" which threaten the safety and security of the republic.

Stormy History

The long history of organized labor has been a stormy one with many ups and downs which have coincided with the tides of growth and business prosperity in the country. While many will doubt the wisdom of drawing too many parallels or precedents from labor's early days, others will say that it is well worth while for organized labor to take a backward look into its own past. This backward look enables

labor to see how far it has come and the obstacles it has had to overcome through its many years of upward progress.

When the country was being settled, the demand for workers was great. Many adventurers came over hoping to reap a fortune. In other cases convicts were sent and the emptying of the jails of England, in many cases, and the sending of the inmates to America, became so serious that the colonies objected bitterly.

Indentured servants—men, women and children—were prime sources of workers. Indenturing was a form of payment of passage or for the procurement of labor. Indentured or "bound over" servants might have to work from four to seven years before they were given complete liberty.

In New England, where indentured servants were far fewer than they were in the South, we find our first labor laws. As early as 1630 in Massachusetts the General Court undertook to enforce a wage ceiling for carpenters, joiners, bricklayers, sawyers, teachers and other artisans. The ceiling was two shillings a day with "convenient tyme for food and rest." Forty years later the wage

rates were confirmed and it was declared that the working day should be "10 houres in the daye besides repast." Efforts were also made at this time to effect a form of price regulation on certain basic commodities to help keep down the high cost of living.

But labor conditions in the early days, as they do now largely, depended on the general economic and business situation in the country. As settlement advanced and the country grew, the demand for skilled workers likewise grew, and with this demand developed a certain regard for skilled workers and their place in society.

No Political Liberty

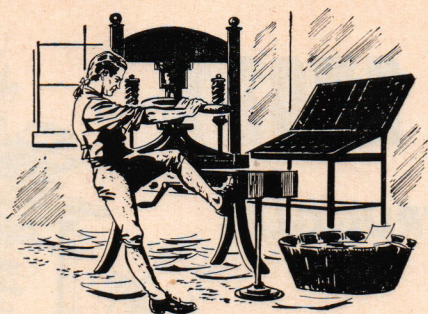
Although their role in producing was recognized, workers did not have political liberty in the early days. The working people, therefore, were among the most active in working and fighting for American independence. The famous Boston Tea Party, masterminded by Samuel Adams, was, says one historian, "in large part made up of wharfingers, shipwrights, bricklayers, weavers and tanners" who opposed rule by colonial and British aristocrats. The Sons of Liberty found its recruits

among shipyard docks and other workers. The working people sparked much of the Revolution and at times when the merchant class might have compromised, the patriotic fire and fervor of the workers kept the flames of protest burning.

The Americans won their independence, but the lot of the worker did not improve markedly until society developed somewhat along more advanced lines substantially away from the close relationship of master and servant. The new trend was away from the type of work and manufacture which had kept the employer in close association in which there was a kinship of interests and work.

Even in the early pre-Revolutionary days there were labor protests. In 1768 journeymen tailors struck against wage deductions and announced they would take work in their individual and private capacities. In 1778 journeymen printers demanded and got an increase in wages. In 1791 the carpenters demanded a shorter work week and more wages.

The growing consciousness of labor led to the formation of trade societies which might be called America's first unions. These were mutual aid societies and often included both master and journeymen



The printing craft was one of the first to be organized and boasts of the longest continuous line of organization of any in the country.

and provided both sick and death benefits for members. Meeting rooms and recreation facilities were also part of the societies' attractions.

These societies were not strictly trade unions; some in fact had rules against attempts to change wages. But wage efforts were inevitable despite rules to the contrary and the organization often called the first union in America was the Federal Society of Journeymen Cordwainers, which was established in 1794. It was made up of journeymen shoemakers and conducted a strike and picketed shops as early as 1799. The society lasted 12 years. Shortly after the cordwainers formed a society the printers organized, and this is one of the unions which has the longest continuous organization line in the country.

In the early days of the 19th cen-

tury, as the country grew and expanded, business likewise grew and so did competition. Business expansion was the order of the day. New roads to the West, new turnpikes, new canal routes were all moving the tide of settlement westward, and with this tide went many business opportunities. The demand for clothes, utensils, tools and furniture was great. During this period the business class tried to hold down wages in order to increase its margin of profit. The work day was lengthened; women and children were brought into work where possible, and prison contract labor was used. As long as there were greater demands for labor and skills than there was supply, the workers did not have serious difficulty. The demand for workers on internal improvements—pikes, canals, etc.—forced wages upward for those who didn't succumb to the blandishments of construction work in the glamorous West.

First Bargaining

The workers in crafts—most of the early unions were along craft lines—were organized to maintain what advances they had made and to utilize a new device—collective bargaining. The first collective bargaining took place in 1799 when the Philadelphia shoemakers offered a compromise with the employers in negotiations.

In the early days when unions or societies made an agreement, a worker representative was designated to check on the shops to see that the agreement was being kept. "Tramping Committees" were also set up to supervise adherence to the agreement. Thus we have the "walking delegate."

As the new century moved along the employer class realized that it would have to get its members together in some sort of united group, and so the employers in 1806 did as they are doing today: went to the courts. The Philadelphia cordwainers were the target and the judge in the case proved to be a first-class reactionary. He said, "A combina-



The Boston Tea Party was a dramatic protest against the British aristocratic rule. Many of those who were "Indians" in the tea party were discontented workers who used the "party" to vent their feelings of resistance to colonial hardship and injustice.

tion of workmen to raise their wages may be considered in a two-fold point of view; one is to benefit themselves . . . and the other is to injure those who do not join their society. The rule of law condemns both."

Four years later the New York cordwainers and in 1815 Philadelphia shoemakers were indicted on charges of criminal conspiracy. The employers won in both cases. In Philadelphia the judge condemned the workers' organization because it tended "to create a monopoly or restrain the entire freedom of trade."

The working groups had rough going in the courts. This added to the depression which hit in 1819 to hurt the unions. After three years, when the prosperity cycle started on the upturn, union activity was revived and some of the unions which weathered the depression renewed their organizing efforts.

First Federation

In 1827, a Mechanics' Union of Trade Associations was formed in Philadelphia—probably the first federation of groups for diversified crafts. It had its origin in the building trades when a carpenters' strike failed. Bricklayers, painters and glaziers had helped. The new association had more than wage boosts as its goals. It tended toward getting a decent break for labor on the basis of labor's contribution to society—what we know today as the purchasing power theory of labor's role. The association also threw down the gauntlet of politics in the face of the employers of the City of Brotherly Love.

The next era in labor history was concerned with workingmen's political parties. Workers were primarily interested in economic advance. But many wanted political recognition, and during this period of American history there were many reformers who were eager to consort with labor and to utilize labor's power and influence for their own doctrinary ends.

The stimulation of growth and



Shoemakers were among the first workers organized in the United States. Shoemakers conducted a strike and picketed shops as early as 1799.

their own rising importance led laboring groups to establish labor papers to carry their messages and news. In the early 1830's some 68 papers held forth for reforms and upheld the banner of the workingman.

Workers recognized the growing changes in society and in this process of class creation, workers were destined to lose. The economic and political power of the employer class continued and labor, conversely, felt that it had to contend for various types of reforms in addition to seeking hours and wage redress. Labor formed its own parties—there were many labor parties—and in the platforms they attacked many of the

social evils of the day. They attacked special privilege, particularly banking monopoly, imprisonment for debt and mechanic's lien laws, revision of the militia laws, etc. They realized that education was a great hope, and labor was one of the strongest advocates in the nation of free public education. They also wanted direct election of public officials and greater equality in taxation.

Some political successes were gained locally by the workingmen's party and it elected a member to the assembly in New York City. The over-all political group, the Workingmen's Party, got involved in some of the reform movements of the period. Many of the local parties were active, but somehow were not able to get very far. Professional politicians were able to get them into the Democratic fold, which in itself helped end the Workingmen's Party.

While the parties failed, many of the principles were destined to succeed. Had not Jacksonianism come along with its powerful appeal, the parties might have fared better, but nevertheless they made their effective impact short-lived as they were.

Higher prices came with the easing of credit in the Jackson period

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Andrew Jackson—"Old Hickory"—arose as the champion of the common man and was able to weld together a formidable coalition of farmers, workers, and townspeople who wanted a change from aristocratic rule to government by the people.

Arms Time-Table Revised; Metals Pressure Still On

Revised estimates on the arms program are changing the time-table of defense which will mean an easing of pressures on the civilian economies, according to budget estimates submitted by the President to Congress. "Hardship" metals allocation as of July 1 will also aid employment.

The increasing demands for scarce materials have been having such serious effects on the civilian economy that organized labor has been leading the protests to the Government in behalf of the affected sections. Before it was announced that mobilization would be on a four-year instead of a three-year basis, the American Federation of Labor Building and Construction Trades Department had urged serious reconsideration of metals allotments. Other unions had joined with local civic and local government officials and groups to protest cutbacks and to demand that defense contracts be allocated on the basis of employment need, in part at least.

The President's budget makes it clear that the arms program will not be on an "all-out" or complete mobilization basis. Chiefly affected is the air program which has been delayed in completion by at least one full year. Some officials in the Pentagon had urged an all-out drive which would, in the opinion of many, meant a close-down of much civilian industry.

The AFL Building and Construction Trades Department has been critical of the Controlled Materials Plan as administered by the emergency agencies, the Defense Production Administration and its subsidiary the National Production Authority. The Department discussed the effects on both the auto and building industries and pointed out that the cut-backs would affect the automobile industry by 7 per cent

and the building and construction industry by 23 per cent.

"It is predicted," said the Department, "in some circles that unemployment in the automobile industry will be a picnic as compared with the unemployed in the building industry in the months ahead."

The Department asked for "constructive steps" by the Government and suggested that it "would be well if DPA and NPA officials create a committee composed equally of labor, management and Department of Defense officials to screen demands for vital materials of all so-called governmental defense 'claiming agencies.'"

Agencies Criticized

Defense department agencies were criticized in the *Building and Construction Trades Bulletin* which said, "Army, Navy and Air Force personnel are notoriously known for ordering two to three times as much as they will ever use. Some such evaluation committee composed of competent practical men must be created or else we will find ourselves overstocked on outmoded military equipment and at the same time be faced with unemployment, inflation and shortages in civilian needs."

The tremendous demands from the construction industry — particularly by organized labor — apparently struck a responsive note on the part of the Government, for it was announced that the building ban would be eased in the coming months. Beginning with the third quarter, July 1, significant changes will be made in critical metals allotment in certain areas. These areas have been designated as "hardship" areas and will get an extra allocation of copper, steel and aluminum. Included in these preferential sections are New York City, Northeastern New Jersey, Boston, Washington, D. C., Portland,

Oreg., Seattle, Wash., Los Angeles and San Francisco. Each of these cities and surrounding metropolitan areas are heavy building sections and have had extensive construction programs under way in both commercial and non-commercial construction.

These areas have not been as favored with defense contracts as some other sections and with the curtailment of non-defense construction, workmen in these regions have been particularly hard hit. Reports to the National Production Authority indicates growing unemployment among building tradesmen ranging from 20 per cent by truck drivers to as much as 44 per cent among painters in one of these affected cities. Other cities show a variation of unemployment, but all have been seriously hurt in the arms program.

The distress may become considerably more pronounced in the building industry before the July 1 hardship allocations become effective, observers in Washington believe. In the meantime, protests continue to be made to the DPA, NPA and to Congress on the conduct of the allocations program.

Labor Groups Rap Jap Tuna Fishing

Japanese competition in the tuna industry is causing serious difficulty among American workers in the fishing and processing fields, according to testimony given in Washington, D. C., by George D. Riley, national legislative representative for the American Federation of Labor.

Imports of tuna and tuna-like fish from Japanese sources is resulting in unfair competition to American employers and is seriously affecting American workers, Riley said. He reviewed the situation in the industry since 1930.

In addition to Riley a number of labor leaders argued for relief before the Senate Finance Committee.

Bakery Drivers Ask Fair Play

THE National Bakery Drivers' Conference held at New York City January 21-23, 1952, was of such interest and importance that 100 delegates from all sections were in attendance.

Ray McCall, international organizer, addressed the conference on January 21 treating in great detail the problems of the bakery driver before the Wage Stabilization Board. McCall gave a complete picture of the position of the Wage Board relative to our petitions before it and policies being proposed especially in the instance of employees (salesmen-drivers) working on commission or unit basis and over-the-road operations.

The delegates were brought up to the most recent actions of the International Union in its attempts to break the log-jam of cases involving bakery drivers. A communication dated November 21, 1951, from General President Tobin to President Green of the American Federation of Labor was read. Following is a summary of the contents of General President Tobin's communication.

Conditions Cited

General President Tobin pointed out that the conditions obtaining before the Wage Stabilization Board are impossible to describe. He further called for a strong protest to the government because of the manner in which the Teamsters' agreements and wage contracts were being bogged down before the Wage Stabilization Board. He also pointed out that the petitions before the Board were agreements by the employers and workers which could be put into effect only by Board approval, and because of the lack of action by the Board the members involved are suffering financially in view of the increased cost of living. President Tobin suggested that President Green strongly protest to the

Hundred Delegates Attend National Conference in New York, Receive Report On Union's Efforts to Break WSB Log-Jam

top men, even the President of the United States, in an effort to get favorable action in relieving this condition.

McCall further informed the conference members that a committee from the International Union met with President Green on December 1, 1951. At this meeting President Green was acquainted with the fact that—

Facts Presented

1. The Teamsters Union awaits action on 15,000 cases, which is a majority of all cases pending, in the various offices of the Wage Stabilization Board.

2. Since the present establishment of the Wage Stabilization Board has fallen down so badly in processing cases, the only logical step is to revamp the Board's method of operation and put into effect the Commission type of arrangement to clear the log jam. Therefore a Trucking Commission should be established immediately, composed of Labor, Management and Public, all experts in this field, to break the log jam which is now prevailing.

3. Our further difficulty is the attitude of the Public and Industry members of the Board in refusing to consider Teamster cases even though they are eight and ten months old.

4. Over-the-road employees, and milk, bread, beer, soft drink, laundry and liquor drivers have been denied the privileges given to other employees because the industries involved have told the public members of the Board that tremendous inflationary problems lurk behind these industries and this union.

5. The Teamsters insist that there are enough wage regulations applicable to industry generally which can be applied to the Teamsters' cases, and no new restrictions are necessary to further delay the wage back-log of cases in this branch of industry.

President Green was again urged to personally take vigorous steps to correct the injustices suffered by the Teamsters at the hands of the Wage Stabilization Board.

McCall stressed these facts to the Panel members and subsequently to the members of the Wage Stabilization Board. It is hoped that the Board in its consideration of the Panel majority report will recognize that the formula proposed is not a sound or workable procedure and that it will be arbitrary and discriminatory in its application.

Fair Proposal

A very simple and fair proposal was offered by the Teamsters' Union which would permit application of General Wage Regulations 6 and 8 (Revised) to the base period average earnings without any offsets for price increases. Adoption of any of the other proposals offered will lead to confusion and turmoil because of the complicated and involved methods of their application.

International Representative McCall explained, to the delegates, that he was a member of the Tripartite Panel established in August, 1951, to study the problems of applying wage stabilization objectives to commission earnings. The Panel after discussing the problems for weeks submitted several reports to the Board on November 19, 1951, and to date

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Three-Judge Court Upholds Union Case

A three-judge Federal Court, composed of Judge Otto Kerner of the Chicago Circuit Court of Appeals and Federal District Judge William Steckler of Indianapolis and Federal District Judge Casper Platt of Danville, Ill., on February 11 upheld the contentions of the Teamsters' Union and the Interstate Commerce Commission in the now famous "Gypsy Leasing Case."

Twenty-one major trucking lines, having told the court that leased equipment is used for half the nation's trucking business, lost their appeal of a bitterly fought Federal Government decision to prohibit gypsy trucking operations.

The Interstate Commerce Commission, after years of extensive hearings, insisted because of the offensive practices in the trucking industry that motor carriers when leasing equipment to be driven by the equipment's owner or an employee of the owner, must lease the equipment for a minimum period of 30 days.

Unquestionably the able presentation of the Teamsters' Counsel, former Senator Burton K. Wheeler, assisted the Court in this instance to arrive at its sound and intelligent decision.

The Court concluded that:

- "1. The Commission had jurisdiction to promulgate rules regulating leasing and interchange of equipment by carriers operating under its authority;
- "2. The Commission complied with the requirements of the Administrative Procedure Act in promulgating its order;
- "3. The evidence before the Commission amply supports its findings as to the necessity for further regulation with respect to the practices under investigation;

"4. The rules were not arbitrary, capricious or discriminatory, and did not improperly interfere with plaintiffs' contract and property rights; and

"5. The order was not based on mistake of law or misapplication of proper statutory standards.

"It follows that plaintiffs are not entitled to the injunction sought by their bill of complaint and the suit must be, and it is hereby dismissed."

The Labor Story—Early Struggles

(Continued from page 19)

and there also came a renewed interest in the importance of trade union organization. Practically every craft active in the day was organized. This movement also contributed to greater federation. The General Trades' Union of New York and new central trade councils in Philadelphia, Boston, Baltimore, Washington, Cincinnati and Louisville followed.

Efforts were made as early as 1834 to form a national type of federation or organization. This effort was destined to be premature, but it did attest to the vitality of the growing labor movement which it is estimated had as many as 300,000 members. Percentagewise this was an excellent showing.

The workers during the 30's did not hesitate to use their economic weapons—and usually with success. They brought on the 10-hour day as a replacement for the sun-up-till-sunset work day which had come into usage.

But as labor seemed to be making marked progress, opposition was coming from three sources, two of which were well recognized. One of the two was the employer class which tried to import cheap labor and undermine standards by all possible means. The other was the courts, which were still against labor. The third was the depression of

1837. The declining employment as a result of this economic upheaval seriously impaired the progress of organized labor for years to come.

Danger Ahead—A Problem Studied

(Continued from page 7)

more than one in five of the fatal accidents.

The study I mention covered fleets in all parts of the country with all types of terrains, all types of traffic and in all kinds of weather. It is gratifying to learn from an important study by a large insurance organization that truck drivers are shown to be far safer than the average passenger operator.

What is the answer to the careless passenger car driver who is a constant, jeopardizing menace to his own life and those of others? There is no "answer." But there are many steps which should be taken in the interest of over-all highway safety—and if highways are made safer for drivers in general, Teamsters will benefit and lives will be saved.

Space does not permit us to do more than suggest what should be done—these can be the subject of future and further comment. But we should see a greater consciousness on the part of all drivers for the responsibility which they have in operating a car—their responsibility to the other fellow as well as to themselves. We need better signaling and all around improved driver attitudes and habits. We need to teach people how to drive properly—the high school driver training courses have made great progress and are paying dividends in safety. We need better state laws on permits and motor vehicle inspections. These items and many others will be necessary to make the American highway truly safe. Until we have safe highways, the truck driver will keep at his job amidst the perils which beset it, to see that the cargo entrusted to him gets through to delivery safely and dependably.

Lobbyists Win 'Wetback' Fight

EFFECTIVENESS of the large farm owners' and agricultural association lobbies was displayed in February when the Senate passed the so-called "wetback" bill, S. 1851, which was designed to replace legislation under which Mexican farm workers are brought into the United States. An amendment which would have made the bill effective was beaten 69-12.

The Senate passed S. 1851 which was touted as "putting teeth" into legislation. The bill came to the floor without hearings on the measure and without a report from the committee which had handled the bill. The reason for this "emergency" action, said Senator Harley M. Kilgore, (Dem., W. Va.) was due to the imminent expiration of the contract between the United States and Mexico on the use of Mexican farm labor immigrants. Following passage of the bill, the Mexican government extended for 30 days the contract in existence during 1951 for the importation into the United States of Mexican farm workers.

Search Without Warrant

The new bill provides for a search without a warrant in a 25-mile area near the Mexican border, dwellings excepted. In all other sections of the country a warrant is required. The bill also provides for a fine and imprisonment for bringing wetbacks into the United States illegally, but does not provide penalties against farmers or ranchers who may be using illegals who have come into the country.

It was this feature of the bill on which the greatest controversy hinged when Senator Paul Douglas (Dem., Ill.) introduced an amendment which would have made the measure effective.

When he introduced the bill,

Measure to Provide Effective Weapon Against Illegal Entries Is Beaten in Senate; Outlook Dim for a Reversal by the House

Editor's Note

Teamsters, particularly Cannery Workers, are vitally interested in the "wetback" question. The influx of Mexican illegals is threatening wage standards and working conditions in certain sections of the country and the additional threat of the illegals going into work other than farm labor is causing trade unions to pay close attention to the migrant labor problem as handled by the Departments of Labor and Justice. This article is a report on the latest development of "wetback" legislation.

Douglas pointed out that the illegals are not brought in and said, "We well know that in the case of Mexicans they are not brought in. They come across the Rio Grande river when it is rather low. Sometimes they get their backs wet; sometimes they only get their feet wet. They come into the United States illegally by the hundreds of thousands each year. At present the immigration authorities are virtually helpless in dealing with them."

Douglas also drew attention to reports that wetbacks in the Imperial Valley of California had received appreciably less than American labor. He quoted the President's Commission on Migratory Labor on this point.

During the debate Senator William F. Knowland (Rep., Calif.) criticized the Douglas amendment as "impractical" and said that the bill before the Senate had been reported out by the committee and had the approval of the State and Labor Departments and farm groups. It should be noted that the bill did not have the approval of the American Federation of Labor

or of other large labor organizations with an interest in the wetback question, according to information given THE INTERNATIONAL TEAMSTER.

To the Knowland criticisms Douglas said, "The question is whether we shall have an American standard for agricultural labor and not allow our farm labor to be dragged down to a point approximating the Mexican standard" and in commenting on present practices said that "... large farming interests in the South and Southwest do not want to have labor under those legal conditions, because that means higher wage scales than they have to pay the labor which is illegally brought in."

Amendment Supported

Senator Herbert H. Lehman (Dem., N. Y.) strongly supported the Illinois Senator's amendment and observed that 600,000 foreign laborers were in the country in 1951 and there are 200,000 Mexicans in the United States illegally, according to testimony before a Senate committee.

"The effects of the illegal entry of hundreds of thousands of Mexicans are not merely confined to agricultural regions. They receive the immediate employment in the agricultural regions of the South and Southwest, and then move to the North. After they have been there for some time, they go to the cities and increase the labor supply there," Senator Douglas informed the Senate.

"In my own state there are tens of thousands of Mexicans who have illegally entered the country. The

only time they are detected is when some of them get in trouble with the police. . . . But if they do not get into trouble with the police, and most of them do not, they continue to remain here. So we are having a gradual dilution of the working force. These aliens in many cases live under conditions very close to peonage, because they are afraid they will be turned over to the public authorities by their employer if they do not agree to the terms which their employer suggests, and they

fear they will be deported. Therefore, they accept conditions of employment which otherwise they would not accept."

Although Lehman and Douglas fought for the amendment and were joined by Senator Guy Cordon (Rep., Oreg.) the amendment lost on a 69-12 roll call.

While the Senate discussion was under way, a Labor subcommittee had begun hearings on migratory labor.

Efforts were to be made by the farm labor forces who had sought a strong wetback bill in the Senate to bring to the attention of the House of Representatives some of the facts and situations presented in the migratory labor hearings. It was reported to THE INTERNATIONAL TEAMSTER, shortly before this issue was ready for press, that there seemed little hope for a House reversal of the Senate and that the bill would probably become law.

Employers Hear IBT Spokesman

Research Director of Teamsters' Union Tells

Cartage Employers' Meeting of Cooperation Benefits

The national convention of Local Cartage Employers, held in New York City on February 1-5, 1952, listened attentively to a discourse on problems of the trucking industry by Frank Tobin, director of Research of the International Brotherhood of Teamsters. Mr. Tobin was asked to speak to the convention on "What Types of Cooperation Can Management and Labor in the Trucking Industry Promote Successfully."

The speaker reviewed the early history of cooperation between the master drayman and the teamster over the past century, and demonstrated by example how much more effective it was then than at present. He quoted the following excerpt from a speech by President Phillip Smith of the trucking group before the Brotherhood's convention in San Francisco in 1947: "The Local-National Conference is an association of local truck operators from all parts of the United States. The antecedents of most local cartage operators can be traced directly to cards holders in the Teamsters' Union.

"I have often heard your General President say that the Teamsters' Union in its beginning was an association of owner-operators banded together to combat the efforts of organized shipping interests to de-

prive them of fair compensation for their cartage services.

"In the aggregate local cartage employs more members of the Teamsters' Union than any other one employer group. Before the advent of modern motor trucking and paved roads, the membership of the Teamsters' Union was in fact in its entirety employed by local carters. Through this long association, stemming as it does from mutual sources, the cartage employer and the Teamsters have well understood the problems of the other . . .

"It is generally accepted that the Teamsters' Union is the leading spirit in the trucking industry, regardless of what yardstick is used to measure the net result. No other single element or combination or association exerts such influence toward stability in our industry."

Tobin outlined several areas of cooperation between the truckers and the union, elaborating on each point with plenty of current examples to prove their value. He maintained that the sound and intelligent solution of these problems would be of great benefit to the trucking industry, the employees, and the public. Below are listed the problems of the industry which should be faced jointly by the Union and the Employers:

1. Problems of excessive and un-

balanced taxation of the trucking industry;

2. Proper evaluation of the alleged highway damage by trucks and true appraisal of the highway impairment experiments, such as the recent Maryland road tests;

3. The overloading evil which has created so much recent public criticism of the truckers;

4. Safety standards including gypsy operations and sleeper-cabs;

5. Trucking operating efficiency including an analysis of the rapidly increasing insurance costs in the industry;

6. Intelligently and truthfully dealing with the public attitude toward the trucking industry;

7. Elimination of highway deficiencies and assessments of reasonable toll road charges to trucks;

8. The equitable sharing of highway construction costs between the truckers, other users, and all the governmental agencies involved;

9. Legislative threats to free use of highways for trucking purposes, and the tendency to exclude commercial vehicles from an increasing number of major highways;

10. The elimination of traffic congestion, road blocks and lack of parking facilities in downtown urban areas.

The Teamsters' spokesman proposed concerted action by the Union and the Association in the cities, states, and nation to combat the interests which are now busily engaged in distorting the true story of the trucking industry.

Productivity Pay Hikes Urged

PRODUCTIVITY pay increases for workers and an equitable tax program were among the major proposals suggested by the American Federation of Labor's Executive Council which held its mid-winter meeting in Miami, Fla., in February. The spring meeting of the Council is scheduled for May 19 in Boston, Mass., during the Union Industries Show which will be held May 17-24 in Mechanics Hall.

The defense program and legislation were the primary topics of discussion at the Council's winter meeting. The AFL chieftains proposed that the Wage Stabilization Board approve productivity pay increases beyond the present limits of the current wage formula. Such increases would increase production while at the same time they would not contribute to inflationary pressures, the members said.

Actions of Council

Other actions taken by the Executive Council included:

1. A declaration calling for a housing program during the defense period.
2. A demand for equality of treatment in the defense production program.
3. A request that controls on presently controlled articles and commodities be lifted as soon as feasible.
4. Protection of the worker and consumer in the face of rising prices and increased inflation pressures.
5. Action on foreign policy which included a seven-point program aimed at fighting totalitarianism and aiding peoples of the free world and colonial nations fighting for their independence.
6. Support of the AFL official position in the International Confederation of Free Trade Unions.
7. Support of the International Labor Organization.

AFL Executive Council Also Asks Defense

Housing Program, Adequate Protection

For Consumer Against Rising Living Costs

In its statement on productivity increases the AFL Council said:

"American labor is willing to do its share in fulfilling the needs of the Government in meeting the threat of Communist aggression. In doing this, however, it cannot accept restrictions on free collective bargaining which force labor to stand still while profits continue to rise and all other segments of our economy are permitted to share in the benefits of increased national productivity.

"Industry is constantly being given guarantees and inducements of all sorts to do its part, while labor is given little, if any consideration."

"The Council calls attention to the fact that wage regulations once adopted, have remained unchanged, although price controls have been seriously undermined as a result of changes in the law . . . The AFL is opposed to reactionary elements in industry taking advantage of labor's willingness to maintain uninterrupted production at the request of the Government, by putting on pressure on the same Government to foreclose benefits which labor would normally obtain through collective bargaining, if permitted to exert its economic strength.

Conferred With WSB

The Council conferred with Nathan Feinsinger, chairman of the Wage Stabilization Board and Elmer Walker, of the International Association of Machinists, board member. Two members of the Council are also members of WSB and were available with Feinsinger and Walker for consultation. They are Harry Bates (Bricklayers) and W. C. Birthright (Barbers).

Taxation was a topic which was given considerable attention by the Council members. Recommendations on raising more than \$5 billion in revenue were advanced by the Council. It recommended that:

1. The split income provision of the income tax be repealed; this would net \$2.5 billion, it is estimated.
2. Imposition of a withholding tax on dividends and interest which would net another \$300 million.
3. Elimination of the depletion allowance in oil, netting \$700 million.
4. Revision of estate and gift tax laws, netting \$1 billion.
5. Closing of tax loopholes in present laws, netting \$750 million.

Debt Assailed

The low income workers are being particularly hard hit by tax rises and boosts in the cost of living. The Council assailed the national debt possibilities and said that much of the deficit could be pared down by adoption of the AFL tax proposals.

The delay in defense housing is a serious weakness in the mobilization program, the Council charged. The provisions of the Defense Housing bill enacted last year were called "shamefully inadequate." The remedy for the shortage in defense housing, said the Council, is in "publicly financed, moderate-rental defense housing." The housing industry had been using its facilities primarily for luxury housing and the workers were getting left out, it was observed.

The Council called for a "genuine housing program; authorization of 135,000 units of low-rent public housing, and special aids for co-

operation and nonprofit housing projects for low-income families.

A strong plea for equality of treatment was made by the Council in advocating appointment of a special tri-partite board for reviewing civilian and military requirements. Cutbacks have had serious effects on workers and others in the civilian economy and the need has arisen for a careful study of all requirements or critical metals, said the Council. Proper screening of requirements should be made, suggested the Council, by a special Civilian Board on Military Requirements and Allocations. This board, reporting to the President, would have experts drawn from labor, management and Government sources. It would be the job of the board to "deflate bloated requests and sift out gratuitous and superfluous requests" from the military.

Continuing Reviews

Continuing reviews should be made of supplies and demands of civilian items which are used in the military program and are now under control, whenever feasible controls should be lifted, said the Council. During the defense period every possible step should be taken to see that the worker is not made to suffer any more than is absolutely necessary in the commodities shortage period.

The Executive Council also considered a number of items of foreign policy and mapped a seven-point program. The Council took a strong stand in behalf of colonial peoples who are seeking their independence. The seven-point foreign policy program included:

1. Immediate home rule for Tunisia with preparatory period during which the ground work could be laid for complete national independence.

2. Abolition of the 1936 treaty between Egypt and Britain coupled with a concurrent agreement to take part in building a Middle Eastern Defense Organization which shall be charged with protecting the Suez

Canal. The Sudan should determine its status by plebescite.

3. Reopening of negotiations between Great Britain and Iran.

"The right of Iran to determine the use of its own oil and other national resources must be recognized as inviolable.

"Britain is to be compensated justly for all services in marketing Persian oil. A portion of all profits shall be set aside for technical training of Iranian nationals in extraction and marketing of their country's oil.

4. "Resistance to Communist aggression in Indo-China should be made more effective by stripping it of every appearance of a 19th century colonial campaign.

5. "Full support of the proposal made before the UN by Nationalist China to condemn the Soviet Union for violating the Chinese-Soviet Treaty of Alliance of 1945, by financing and organizing the armed overthrow of the legitimate Chinese government and replacing it with the ultra-reactionary quisling regime of Mao-Tse-tung.

6. "Immediate steps to expand considerably the Point 4 program, not as a substitute, but as a vital stimulus to national freedoms.

7. "Economic aid to underdeveloped countries."

The Council also took formal action approving the position taken by Secretary-Treasurer George Meany on the ICFTU board. Meany had opposed admission to the ICFTU the UIL—Unione Italiana del Lavoro—a small socialist Italian labor group. The ICFTU board voted to admit. Meany also asked admission of the AWU—Australian Workers Union, a non-Communist group. The Council approved efforts by Secretary Meany to seek corrective action and policy by the ICFTU on Yugoslavia. These efforts would lead to the restoration of democratic rights to the Yugoslavs, release of imprisoned free trade unionists, and establishment of a free trade union movement.

The Council, in line with the

traditional policy of the AFL, endorsed continued cooperation with the International Labor Organization. The AFL was active in founding the AFL and has been one of the leading supporters and participants in the work since the establishment of the agency.

Conference Raises Retirement Pay

An increase in the retirement schedule was voted by the Western Conference of Teamsters in a special session held in San Francisco February 12.

Under the new schedule the increase would revise the retirement payments for those reaching 65 from \$100 to \$170 per month effective January 1, 1952. The special session which met at the Francis Drake Hotel was attended by 400 delegates.

Action was taken on the retirement resolutions by the delegates following submittal to the session by the Western Conference policy committee. The conference unanimously voted an increase tax of two cents per member per month to the Western Conference effective January 1, 1953. This increased tax will be paid by the conference to the retirement trust fund.

All retirements occurring between January 1, this year and January 1, 1953, will be compensated to the trust fund from the accumulated reserve fund.

The delegates to the special meeting also adopted several amendments by unanimous action to strengthen the trust fund and liberalize its provisions.

The annual meeting of the Western Conference of Teamsters will be held July 30 through August 8 in Seattle, Wash., according to action taken at the special meeting. Executive Vice President Dave Beck is chairman of the Western Conference of Teamsters and Robert Graham is director of the conference. Frank Brewster is chairman of the policy committee.



Hot Lacquer Spray Heater

Featuring a thermostatic control and an outside pilot light is a new hot spray lacquer heater with a six-quart capacity. The heater, which operates either by pressure or siphon methods, has a neck designed to provide an additional two quarts capacity. Provided with a pressure head attachment, the heater makes it possible for the operator to spray direct from the unit if he does not choose to transfer hot paint to the standard quart cups.

High Accuracy For Pocket Gauge

Said to make possible accuracy to .005 tolerances is a new device for gauging bolts and screws as well as providing the answer as to whether the nut is fine or coarse thread. Capable of measuring bolts and screws from No. 8 through $\frac{3}{4}$ in. dia. and nuts from No. 8 through $\frac{5}{8}$ in. dia., the tool is of a handy pocket size. Bolts are measured by pushing them through the size holes, while nuts are fitted on the "plugs" at the top edge of the gauge.

Automatic Washer Features Economy

A newly-introduced automatic washer for cars and panel trucks saves on cost of installation and operation by operating on one track instead of the customary two. The instrument which sprays, soaps and rinses with its own 125 lb. water pressure, needs no special wash bays of separate compressor. Also, as space needs vary in automotive service departments, the washer is portable and can be moved and relocated as needed.

Varied Analysis For Fuel System

A complete fuel system analysis is furnished by a new product placed on the market by a New York manufacturer, including tests of the fuel pump flow and pressure, mileage, leaky or plugged gas lines, carburetor needle and seat, fuel level and fuel pump diaphragm. The analyzer can also be attached to the vehicle, manually filled and used as an auxiliary fuel system for driving the vehicle to the shop in cases where the fuel system is frozen or inoperative.

Portable Vise In Three Models

A portable vise with replaceable and reversible jaws is now available which, since it weighs only 28 lbs., can be carried from one location to another. It can therefore do the work of many since bench plates can be mounted on service trucks as well as other strategic spots in the plant or shop. Having a 360 degree swivel, vertical, horizontal or both, it is available in three models.

Paper Prevents Rust and Corrosion

Unfinished, ferrous metal parts can now be protected from rust and corrosion by a new paper product. This paper is wrapped completely around the metal and is impregnated with a chemical which volatilizes in the presence of moisture, forming a protective atmosphere around the parts.

Regulator Maintains Proper Oil Temperature

Designed to maintain proper oil temperature in the crankcase, for start and stop operation and long idling periods, is a new heat regulator produced by a Long Island firm. When heat is required it is obtainable from three aluminum plugs which are in contact with the hot exhaust gases and which are inserted into the manifold. When 175 deg. in heat is reached, the flow of oil is shut off by a neoprene valve.

Tight Spots Accessible With Torque Wrenches

Because of its long, thin design a newly introduced torque wrench renders tight spots easily accessible. Available for $\frac{3}{8}$, $\frac{1}{2}$ and $\frac{3}{4}$ in. square drive, the new wrench features a broad tension bar and its handles are pivot-mounted to maintain constant leverage radius. It also provides a calibration scale in ft.-lb. or inch.-lb. readings.

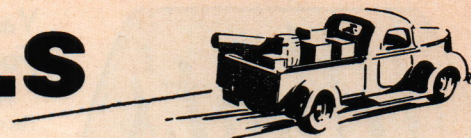
Quick and Easy Anti-freeze Test

With a new anti-freeze tester with a thermometer built right in, it is a simple matter to make quick and easy readings based on the temperature of the anti-freeze solution being tested. Having an over-all length of 22 in. and with all parts interchangeable and replaceable, a chart is also furnished to give the freezing point of all three popular radiator solutions.



Gadget above was invented by a Texas oil man to ease removal of battery cables, particularly when they are "frozen" and fused by corrosion. One side of the nut has been eliminated and the opening rounded so it rolls open the connection when wrench pressure is applied. By twisting the wrench on the stud head, the cable terminal is freed. The device was submitted to a "gadget-of-the-month" club.

SHORT HAULS



Teamster Named Member Of Rapid Transit Body

A Teamster has been named to the Rapid Transit Commission of the San Francisco bay area by Governor Earl Warren of California. He is John J. Sheridan, vice president and business representative of Local No. 315, Truck Drivers, Contra Costa County, California, and a member of the Richmond city council.

Named also on the commission was Thomas A. Rotell, executive secretary of the Pacific Coast Metal Trades Council.

Truman Names Arnall Price Administrator

Ellis Arnall, former governor of Georgia, is the new Office of Price Stabilization chief. He succeeds Michael DiSalle whose resignation was effective February 15.

DiSalle left OPS to become a candidate for the United States Senate in opposition to the incumbent, Ohio Republican Senator John W. Bricker. The former price boss had held the job in the economic stabilization program since 1950.

The new price administrator was an outstanding liberal governor in Georgia from 1943 to 1947. He has been president of the Society of Independent Motion Picture Producers.

62,500 Truck-Trailers To be Built in 1952

"At least 62,500 truck trailers" will be built in 1952, according to estimates made by the industry based upon already announced materials allocations.

If the National Production Authority does not curtail materials

further, this figure can be attained, it is estimated. This figure is eight times larger than the production of 1942 when the U. S. was just hitting its stride in arms preparation and production in World War II.

Last year the industry built 67,000 units and thus the 1952 figure represents a substantial cut-back. The fact that as many as 62,500 units will be built this year is in a substantial measure due to the effectiveness of the Trucking Industry National Defense Committee—this group represents labor and management. The International Brotherhood of Teamsters participates in the work of this committee.

Farm-to-Market Road Program Adopted in N. Y.

A ten-year program of road improvement in New York State will get under way this year with some 12,500 miles of town roads affected.

The program, designed chiefly as a farm-to-market aid, will cost almost \$91 million. This program which will get underway is in addition to the current program of state aid for town highway maintenance for which more than \$3 million was appropriated last year.

The 12,500 miles of roads in the improvement scheme will include 23.2 per cent of the total town-road mileage.

Fresh Food Groups Merge To Meet Competition

Competition of frozen foods is resulting in a merger of two major fresh food groups to meet the competition.

The National League of Wholesale Fresh Fruit & Vegetable Distributors and the United Fresh Fruit and Vegetable Association have

combined forces. The vote by the membership was taken by mail and a majority of the members of the constituent associations approved the merger.

The decline in prices of frozen foods which has resulted in keener competition with the fresh product is said to be one of the primary reasons for the merger. The two associations are joining forces to wage a continuing campaign for the housewife's dollar.

Institutional advertising, improved packaging and a curb on speculation are some of the items being considered in the drive for more business.

Road Study Device Wins Award for Engineers

A new device for recording highway traffic data won for two engineers an award from the Highway Research Board. The engineers honored are Thomas J. Carmichael, administrative engineer for the General Motors Proving Ground, Milford, Mich., and Charles E. Haley, Phoenix, Ariz., former engineer for the research board.

The new device, placed in an automobile, records the speed, gasoline consumption, stops and starts and other factors leading to the computation of traffic data.

Congress Studies Three Highway Aid Measures

By early February Congress had before it three Federal-aid highway bills. The administration bill, H. R. 6094, calls for \$529 million of which \$400 million would be for primary, secondary and urban highway systems. The balance covers Federal expenditures not to be matched by the states and would be

used in national forests, parks, the Inter-American highway and for highway safety programs.

H. 6180 would amend a previous bill and provide \$600 million for Federal aid to highways in each of the next two fiscal years. Representative G. A. Dondero (Rep., Mich.) and Senator Dennis Chavez (Dem., N. Mex.) are authors and sponsors of companion measures.

Senator Chavez has also introduced a bill, S. 2437 which would provide for \$937 million of which \$600 will go for primary, secondary and urban systems.

Come Get Your Money, Urges Social Security Book

"It's Your Money, Come and Get It" is title of a new book about Social Security written by Sidney Margolius, consumers' expert for labor groups, and published recently for a quarter.

A discussion of the new amendments to the Social Security law and provisions of the basic statute are included in the book. How Social Security provisions are applied in the many family situations which are likely to occur are discussed in the book.

Budget Hikes Funds for NLRB Mediation Service

If President Truman's budget recommendations prevail, the National Labor Relations Board and the Federal Mediation Service will have greater funds with which to operate and expand their facilities than they have had in the past.

Mr. Truman asked for \$9.8 million for the NLRB for the next fiscal year which is \$900,000 more than last year's appropriation. The Federal Mediation Service would get more than \$3.5 million or \$667,000 in excess of the most recent annual appropriation.

Recommendations for the National Mediation Board was increased slightly, but that of the Na-

tional Railroad Adjustment Board was decreased by nearly \$6,000.

A recommendation of little over \$263 million was made for the Department of Labor which is \$18.3 million above last year's appropriation. This figure represents increases all along the line: Office of the Secretary, Bureau of Apprenticeship, Bureau of Employment Securities, Bureau of Labor Statistics, Women's Bureau, and Wage and Hour Division.

To Step Up Training in Key Skills for Defense

Shortage in certain key skills essential to the nation's defense program is causing the government to insist on stepping up efforts to train manpower.

Secretary of Labor Maurice J. Tobin has urged the 35 regional and area labor-management committees throughout the nation to accelerate their training programs. These committees have been urged by the cabinet officer to set up task forces to survey the training needs of their areas and communities and to mobilize the training resources to meet these needs.

It was indicated in the announcement that the manpower shortage will not be an overall deficit, but will be a problem of finding enough workers in certain key skills.

A total of 13 regional and 22 area labor-management committees are included in the 35 groups which received instructions from the Labor Department chief.

Average Speed was 47.6 M.P.H. on Roads in '50

The U. S. Bureau of Public Roads recently reported that the average speed on mail rural roads in 1950 was 47.6 miles per hour.

Recordings and observations are made in key spots by the Bureau of Public Roads as part of its continuing study of highway use.

New Jersey Considering Speed Limit Slowdown

New Jersey may modify its present 50-mile an hour speed law. This limit has been in effect since last April and during this time the death toll has increased on the state's highways.

The state legislature adopted the State Motor Vehicle Code which raised the speed limit from 40 to 50 miles an hour. A combination of more drivers on the roads and a continuing disregard for safety by motorists who exceed the limit are causes contributing to the death toll, believes William J. Dearden, acting motor vehicle director.

Day Crossing Crashes On Par With Night Accidents

Grade crossings at railways have long been recognized by safety experts as a major travel hazard in the U. S. Recently the Interstate Commerce Commission released figures to show that accidents at grade crossings occur as frequently during the days as during the night time.

In listing figures for 1950 the I. C. C. reported 4,000 crossing accidents occurred during the year, representing an increase of 13½ per cent over the previous year. The year 1949 was a low year for grade crossings accidents.

The I. C. C. based comparison studies of 1950 against the six-year average and found that the latest figures showed 1950 topping the average by 2.5 per cent.

Becker Named Top NLRB Administrative Officer

Louis R. Becker, a career Government worker, is now executive secretary of the National Labor Relations Board. He replaces Frank M. Kleiler who resigned to become disputes director for the Wage Stabilization Board.

A native New Yorker, Becker joined the NLRB in 1936 and served as chief of a sub-regional office.

Estimates Made on Arms Manpower

An increase of 3.5 million persons in civilian manpower is needed to fulfill defense needs over the next two years, according to estimates of the Department of Labor.

An analysis of the manpower outlook has been made by the Bureau of Labor Statistics in a report entitled "Projected Manpower Requirements and Supply, 1952-1953." The estimates in the report were based on present schedules for defense production and military recruitment and on the assumption that output for civilian use will be maintained at the highest levels consistent with priority given to the defense program.

"The pressures on the manpower supply are expected to be greater in 1953 than in 1952," a Department summary of the report said. "In 1952 expanding manpower requirements for the defense program will be partly offset by reductions in nondefense employment resulting from curtailed supplies of metals for civilian uses. The expected net gain in manpower needs totals 1.5 million (including scheduled armed force buildup) for the period between the fourth quarter 1951 and the fourth quarter 1952."

"The projected increase in total manpower needs for 1953 may require recruitment of more than one million 'extra' workers from reserve groups in the population, over and above the gains that may be forthcoming from further reductions in unemployment and from normal growth of the labor force.

"The main sources of 'extra' workers," the report summary continued, "are housewives without young children and retired persons. It will be necessary in many instances to adapt job requirements, hours and working conditions in order to make fuller use of these groups."

Teamster's Child Given Hero Award

Miss Margaret Frye, 16, daughter of Kenneth E. Frye, a Spokane, Wash., taxi driver, Local 690, has just been awarded the Carnegie Medal for heroism as the result of saving the lives of four children in a tragic fire.

In October, 1950, Margaret was baby-sitting for a family with eight children. A gasoline lamp exploded that evening while the parents were away and soon the log house with the eight youngsters and the baby-sitter was in flames.

The young woman in three super-human trips rescued four of the children from the burning house. The other four perished. The bravery cost the Teamster's daughter three months in the hospital and almost her life.

The bravery of the 16-year-old aroused the admiration of thousands in the Northwest and soon contributions came in which paid for her medical care and provided for the establishment of a trust fund.

The Carnegie Bronze Medal is awarded by the Carnegie Hero Fund to persons who have displayed extraordinary heroism.

REPORT OF RECEIPTS AND EXPENDITURES

JANUARY 1, 1951, TO DECEMBER 31, 1951

Cash Balance, January 1, 1951..... \$8,259,820.07

CASH RECEIPTS

Initiation Fees	\$565,898.26
Per Capita Fees	3,871,828.50
Supplies	159,375.17
Charters	330.00
Interest on Investments	415,491.20
Local Union Refunds and Miscellaneous.....	15,312.39
	<u>5,027,735.52</u>

\$13,287,555.59

CASH DISBURSEMENTS

Purchase of U. S. Government Bonds.....	\$1,400,000.00
Officers', Organizers', Auditors' and Statisticians' Salaries.....	450,442.63
Officers', Organizers', Auditors' and Statisticians' Expenses.....	258,303.93
General Office Employees' Salaries.....	44,662.58
Washington Office Expense.....	18,595.92
San Francisco Office Expense.....	12,897.33
Chicago Office Expense.....	3,136.85
Memphis Office Expense.....	5,252.44
Donations to Subordinate Organizations.....	122,934.50
Organizing Campaign Expense.....	157,320.28
Office Printing and Supplies.....	11,805.73
Local Union Printing and Supplies.....	203,750.92
International Teamster'	543,049.63
Donations to Allied Organizations.....	12,450.00
Donations to Allied Causes.....	5,964.50
Postage	6,987.95
Telephone and Telegraph.....	21,178.31
General Office Rental.....	13,569.25
Per Capita Tax to Affiliates.....	243,318.62
Express and Cartage Service.....	3,700.84
Social Security and Unemployment Taxes.....	10,935.70
Attorney Fees and Disbursements.....	55,098.71
General Office Expense.....	8,071.63
Auditing Service.....	885.00
Insurance and Bonds.....	11,467.99
Advertising	505.00
Local Union Refunds.....	5,234.33
Expenditures Authorized by General Executive Board.....	30,052.86
Interest Expense	7,946.43
Premium Paid on Bonds Purchased.....	2,437.50
Foreign Exchange36
Transfer of Funds.....	7,500.00
Real Estate	3,030.60
Janitor Service and Supplies.....	4,295.00
Retirement and Family Protection Plan.....	1,680,849.30
1952 Convention Expense.....	100.00
Construction Expense	108,161.37
	<u>5,475,893.99</u>

\$7,811,661.60

STATEMENT OF NET WORTH FOR THE PERIOD ENDING DECEMBER 31, 1951

Certificate of Deposit:	
Indiana National Bank.....	\$1,000,000.00
Cash on Deposit:	
Indiana National Bank, Special Account.....	\$5,822,315.67
Indiana National Bank, Special Account.....	400,000.43
Canadian Bank of Commerce, Special Account.....	213,552.36
Indiana National Bank, Regular Account.....	375,793.14
	<u>6,811,661.60</u>
Securities:	
United States Treasury Bonds.....	\$16,250,000.00
United States Savings and Defense Bonds.....	1,050,000.00
Dominion of Canada Bonds.....	90,000.00
	<u>17,390,000.00</u>
Net Cash and Securities, December 31, 1951.....	\$25,201,661.60



ARE you listening? We have suggestions and recipes and household hints from all over for you this month.

But first—shure tis March and Paddy's Day month—and I'm advisin' the likes of ye for yer own happiness and that of yer family, to be puttin' a bit o' the blarney to work for ye. No kidding girls, how long has it been since you paid your husband a sincere compliment? And how long has it been since you gave each child you have a great big bear hug and some word of honest praise? Psychiatrists claim that more people's souls are undernourished today by far than their bodies and that there's not a creature living that doesn't need appreciation and praise to thrive and grow on.

So my friends, make every day the day you kissed the blarney stone for a happier, more interesting home life.

Wax Paper Tricks

In our household hint section, Mrs. J. B. Goldsmith of Detroit, Mich., wrote us about some handy uses to which she has been putting waxed paper. We pass them onto you.

When veiling becomes limp and flimsy, Mrs. G. presses it between two sheets of waxed paper. The warm iron melts a little of the wax and crisps the veil to its original freshness.

She also rolls her pastry between sheets of waxed paper and thus has no clean-up problems. No floured board or rolling pin to scrape clean.

Then when she's ironing and has a piece or two left and no time to do them, she wraps each piece in waxed paper to keep damp until the morrow. They will never mildew either (Mrs. G. adds) if kept in the refrigerator.

For Holiday Cakes

Next time you make a birthday cake, here's a clever decorating suggestion from a reader in Pascagoula, Miss., for making it fancily beautiful. Ice your cake in white frosting and before icing is hard, lay a fancy lace paper doily on top and sift colored sugar through the design. This makes a colorful and unusual decorated cake. How about trying one for St. Patrick's Day. Use green sugar and if you're real artistic, you might cut a shamrock from the center of your doily

first—just to give the proper holiday motif. Bear in mind also—hearts for Valentine day, a bunny or eggs for Easter.

Always Something New

Every day in every way, somebody invents a new gadget that makes life a little easier or more interesting. There's a new gadget on the market now that will certainly fill a crying need. It's called a "kee zipper." It's a zipper like the regular standard kind, but it features a key, which by a mere flick of the hand, quickly unlocks the zipper should one's slip get caught in it.

Something else new on the market—decidedly less practical—are tiny black court plaster beauty marks in the shape of elephants and donkeys according to milady's political preference.

Children Want to Cook

All children love to cook and a favorite with them is chocolate fudge. Here's a simple easy recipe they can use—never fails and involves no cooking except the melting of the chocolate. It's good too!

Creamy Fudge

- 1 3-oz. pkg. cream cheese
- 2 cups sifted confectioners sugar
- 2 1-oz. squares unsweetened chocolate, melted
- ¼ teaspoon vanilla
- Dash of salt
- ½ cup chopped pecans

Just place cream cheese in a bowl and cream until soft and smooth. Slowly blend sugar into it. Then add the melted chocolate. Mix well. Add vanilla, salt and chopped pecans and blend well. Press into greased shallow pan. Place in refrigerator until firm (about 15 minutes). Cut into squares.

First Aid in the Home

A survey was made recently in an Eastern city to ascertain how well first aid is practiced in the average American home. First test of a good "first aid" home, is a well equipped medicine chest. Fifty per cent of the homes surveyed were sadly negligent in this respect.

Here's a list of 24 items that every home medicine chest should contain. Test yourself. If you have all 24—100 per

cent for you—go to the head of your first aid class. Twenty? That's good. Fifteen to 18? Fair. Twelve to 15? That's not passing and less than 12—downright criminal. Here's the list:

- (1) Box of gauze pads in individual sterile packs. (2) Roll of pressure (elastic) bandage. (3) Box of absorbent cotton in sterile roll. (4) Roll each of 1-inch and 2-inch sterile gauze bandage. (5) Box of boric-acid powder (for dusting on wounds and for solutions. Water should be boiled to make solutions). (6) Box of Band-Aids. (7) Aspirin. (8) Bottle of antiseptic. (9) Package of a dozen medicine droppers. (There should be one for each medicine taken this way—don't re-use for different medicines). (10) Cotton-tipped applicators. (11) Milk of magnesia (for gentle laxative). (12) Bottle of rubbing alcohol (for body rubs and sterilizing instruments). (13) Tube of ointment for burns. (14) Bottle of disinfectant or germicide. (15) Rubber ear syringe. (16) Fever thermometer (oral type). (17) Roll each of ½-inch and 1-inch adhesive tape. (18) Fever thermometer (rectal type for infants and small children). (19) Package of wooden tongue depressors. (20) Card of safety pins. (21) Wide-mouthed hot-water bottle (can also be used for ice pack). (22) Pair of blunt-nosed scissors (for cutting bandages). (23) Pair of pointed tweezers (for splinters, etc.). (24) List of poison antidotes.

How'd you do lady? If not so good—better get to work to replenish the medical supplies right away.

First Love

It seems that the first love among all men in the dessert line is pie—good old hardy, flaky crust pie. Well, here's a new kind to try on the man in your life. It was suggested by Mrs. Emma Roberts of Minneapolis, Minn.

Cocomint Chiffon Pie

- ¼ cup cocoa
- ½ cup sugar
- ½ tsp. salt
- 1¾ cups milk
- 2 well-beaten egg yolks
- 1 tbps. (1 envelope) unflavored gelatine
- ¼ cup cold water
- ½ teaspoon vanilla
- 2 stiffly-beaten egg whites
- ½ cup heavy cream, whipped
- 4 sticks peppermint candy, crushed

Mix cocoa, sugar, and salt in double boiler; add milk and heat until sugar dissolves. Add a little hot mixture to egg yolks; stir into remaining hot mixture. Cook until thick. Add gelatine softened in cold water; stir until gelatine dissolves. Add vanilla. Chill until partially set. Fold in egg whites and cream. Pour into cooky crust; chill. Garnish with whipped cream and sprinkle with the candy.

Relax WITH US

Very Frank

Sign in a Colorado truck stop: "If our steak is too tough for you, get out; this is no place for weaklings."



Identification

President—"Why did you engage that man as cashier? He squints, has a crooked nose and outstanding ears."

Manager—"Of course. He will be so easy to identify if he ever takes off with the till."



He Couldn't Win

A lodge member approached Henry. "We're having a raffle for a poor widow," he said. "Will you buy a ticket?"

"Nope," Henry replied, "my wife wouldn't let me keep her if I won."



Noah Parking Signs?

When Noah sailed the waters blue, he had his troubles same as you. For forty days he drove the ark, looking for a place to park.



She's No Lady!

A lady says: "The average man is 36 around the chest, 40 around the waist, 98 around the golf course, and a nuisance around the house."

Perfect Boy

Willie was doing penance in the corner.

"I can't help it if I'm not perfect," he sighed. "I never heard of but one perfect boy, anyway."

"Who was that?" asked his mother, thinking to point a moral.

"Dad," came the silencing reply, "when he was little."



Protest

Sandy was learning to play the bagpipes. One night, while he was strutting around the room, skirling for all he was worth, his wife attempted a mild protest. "That's an awfu' noise ye're making," she said.

Sandy sat down and took off his boots; then got up and resumed his piping in his stocking feet.



We Ate There!

The driver had been waiting a long time for his lunch. "Waitress," he said, "must I sit here until I starve?"

"Oh, no," replied the waitress. "We close at 6 o'clock."



Beg Your Pardon

"Friend of the bridegroom?" asked the usher at the wedding.

"Certainly not!" replied the dignified matron. "I am the bride's mother."

Young Youngster

The baby-sitter was pushing the baby carriage along a path in the park when a policeman strolled up.

"Fine-looking baby," he said. "How old is he?"

"He'll be a year old next week," answered the baby sitter.

"He doesn't look that old," said the policeman.

"No," replied the baby-sitter. "You see, he was very young when he was born."



Bit by Bit

On the bayonet course a rookie was particularly clumsy. He charged the dummy, stumbled, missed the bayonet jab and flattened his nose against the sack.

"Nice work, soldier," said the sarcastic sergeant. "If you can't stick him—bite him."



Wise Girl

He: "You seem to look shorter in that bathing suit?"

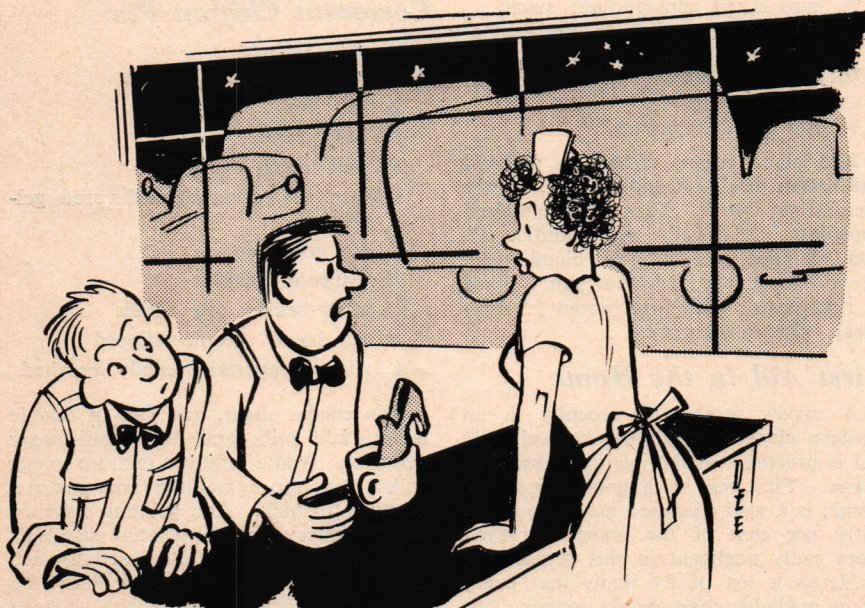
She: "No, it's just that you men look longer."

Bakery Drivers Ask Fair Play by WSB

(Continued from page 21)

the Board has taken no action on the reports submitted.

The panel reports indicate that industry members, erroneously and without submission of any facts, led the public members to believe that price increases were the principal force in increasing the earnings of the commission drivers to at least an amount equal to the wage increases permitted by the Wage Stabilization Board policy in other situations. The audience was well aware that there are many factors which affect earnings such as additional unit sales, increases productivity through greater effort of the salesman, longer hours worked, special promotional activities in which the salesman takes part, reductions and increases in sales force and routes operated, etc. The delegates also knew that it is a fact that even where prices have increased the take-home pay and earnings of many of the employees are less now than they were in January, 1950.



"The coffee tastes like somebody put their foot in it."

Teamsters have seen the...

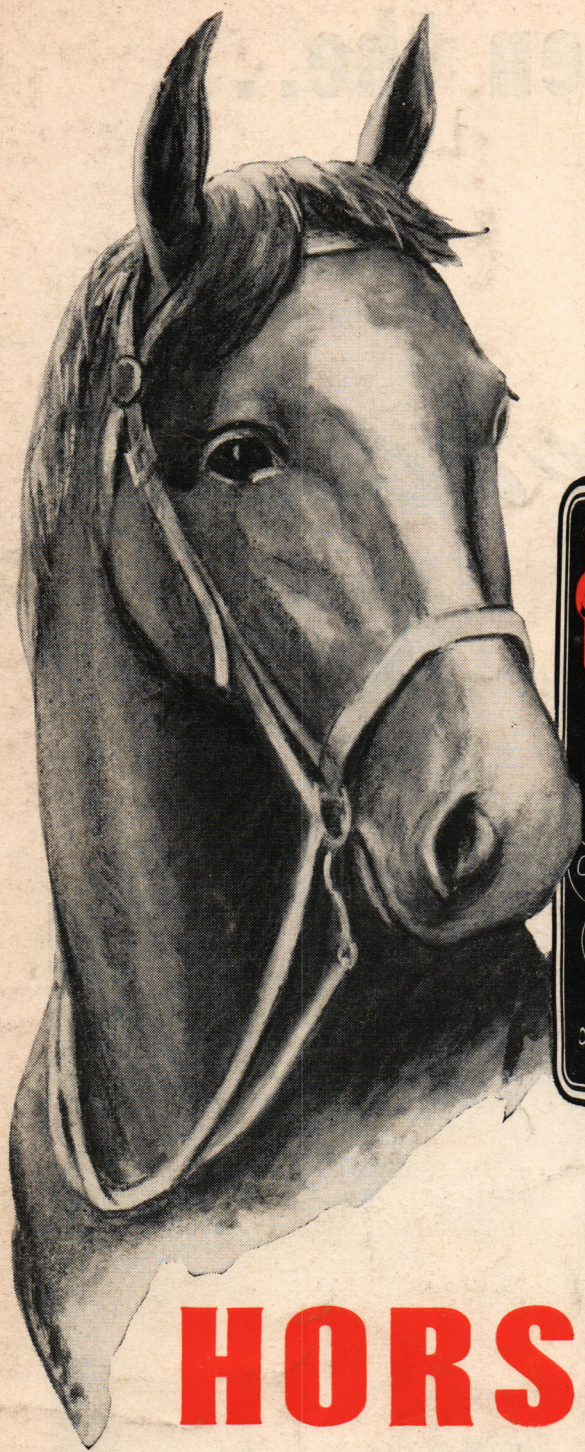


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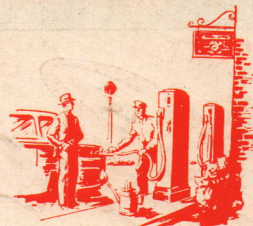


HORSE SENSE!

on the Road



at Home



Look for the **SHOP CARD**